

HONGKONG, FRIDAY, JUNE 10, 1887.

日九十月四閏年亥丁

PRICE, \$2 PER MONTH.

Business Notices.

YALA & Co.'s CHAMPAGNE, Quarts \$22.00, Pints \$24.00.

ADOLPH COLLIN'S SWEET CHAMPAGNE, Quarts \$18.00, Pints \$20.00. BURGUNDIES:-Macon, Houlin & Vent, Beaune, Pommard and Chambertin. BORDEAUX WINES :- ADET SEWARD & Co.'s various Brands:

WHISKY, NAPIER JOHNSTONE'S 'OLD HIGHLAND' in square bottles, per case \$10.00.

Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central

and airy positions in the Colony and commanding a splendid view of almost

comfortable and handsome manner, suited to the requirements of the Far East.

TAG HOTEL,

QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor.

THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM

THE PRINCIPAL LANDING PLACES.

GOOD ACCOMMODATION FOR VISITORS.

CHARGES MODERATE.

TIFFIN at 1 o'Clock. DINNER at 7.30.

TIFFIN 50 CENTS. DINNER 75 CENTS.

WINES. SPIRITS AND MALT LIQUORS OF THE YELY BEST QUALITY ONLY.

HAVE RECEIVED THIS WEEK

Also, a New Assortment of PARASOLS, SILK GLOVES, CORSETS, LACE MANTILLAS, Fancy ANTIMACASSARS, GENTLEMEN'S SUMMER SOCKS,

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

EX LATE ARRIVALS.

OUR SPRING STOCK OF

HANDKERCHIEFS, &c.

CHRISTY'S FELT, TERAI and STRAW HATS,

ENTLEMEN'S SHIRTS and COLLARS,

PANTS and HALF-HOSE,

UMBRELLAS,

BOOTS and SHOES,

Large ASSORTMENT of NEW SUMMER DRESS MATERIALS, consisting of

SPECIALITIES in CREPE STRIPES.

VESTS and DRAWERS, TABLE LINENS, FURNITURE PLUSHES, &c.

STRIPE and CHECK ZEPHYS to MATCH.

LLAMA CAMBRICS, &c., &c.

VENTILATED BILLIARD ROOM

larged and improved and is now one of the principal Horeis in the place.

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD

The HOTEL is unsurpassed for comfort, convenience and quick service.

case 10 doz. Pints \$20.00. GRIFFIN'S LIGHT SPARKLING ALE per 4 dez. Quarts \$11.50. BASS'S ALE 'BULL DOG' BRAND

Hongkong, June 1, 1887.

large DINING HALL.

and Smoking Rooms.

Hongkong, September 16, 1885.

Continental languages are spoken.

Hongkong, April 1, 1887.

NEEDLEWORK COSTUMES,

VICTORIA EXCHANGE, May 21, 1887.

(T E L E P H O N E 21).

Fancy CANVAS CLOTHS.

GUINESS'S STOUT 'BULL DOG' BRAND per 8 doz. Pints \$15.00. LANE, CRAWFORD & Co.

Messrs. DORABJEE & HING KEE.

Proprietors.

HOK LEE & Co., Singapore, 17th May, 1887.

of January, 1887.

IXITH Reference to the above, I, Trong YY An Hon, of Foochow, beg to notify the Public that the BUSINESS of the HOK LEE HONG & Co. as GENERAL STORE-REEPERS and COMMISSION AGENTS, is now being carried on at Foochow as heretofore by TAM KIM CHING, of Singapore, the entire harbour and within five minutes' walk of the principal Government Merchant, and Myself under the Style of Offices (including the Post Office), Banks, &c, has recently been much en-HOK LEE HONG & Co.; and that I hold a Power of Attorney from the said TAM The ROOMS are spacious, well ventilated and have just been refurnished in a most Krm Carno as his Agent individually and also as a Partner in the said Firm, to The Accommodation and Service of every kind will be found to be of the best description. transact all matters connected with the An ample and varied TABLE D'HOTE is always provided and served in the spacious, Business of the Firm at Foothow.

Notices of Firms.

STRAITS INSURANCE COMPANY,

LIMITED.

PANY, LIMITED.

By Order of the Board of Directors,

NT OTICE is hereby given that the Busi-

NESS of GENERAL STORE-KREPERS and

at Foochow, in the Empire of China, under

the Firm or Chop of HOK LEE HONG &

Co. by Tiong An Hok and Tan King Sing

the 6th day of January, 1887, and the Re-

appneibility of the said Tan King Sing for

Firm or Chop terminated on the 6th day

Foochow.

CRAWFORD D. KERR,

Agent.

panies in Hongkong.

Hongkong, June 9, 1887.

TIONG AH HOK. Hongkong, June 1, 1887.

Notices to Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. Lydia, Captain J. Voss, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-DAY, the 9th Instant. Any Cargo impeding her discharge will be landed into the Godowns of the Kow-LOON PIER AND GODOWN Co. and stored at

Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th Inst. will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns where they

will be examined on the 16th Inst., at 4 p.m. No Fire Insurance has been effected. SIEMSSEN & Co., Agents. Hongkong, June 9, 1887.

GLEN LINE OF STEAM PACKETS. FROM HAMBURG, ANTWERP, LONDON, PENANG & SINGAPORE.

THE S.S. Glencoe having arrived from the above Ports, Consignees of Cargo by her and by the S.S. Tower Hill from New York, are hereby informed that their Goods are being landed at their Tailors, Hatters, Shirtmakers & General Outfitters, risk into the Godowns of the Hongkong & KOWLOON WHARF & GODOWN COMPANY, LD., at Kowloon, whence delivery may be obtained.

> less notice to the contrary be given before 10 a.m. To-DAY, the 9th Instant. Cargo remaining undelivered after the 15th Instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co.,

Optional Cargo will be forwarded un-

Hongkong, June 9, 1887. STEAMSHIP IRAQUADDY.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

ONSIGNEES of Cargo from London Antwerp and Havre, ex S.S. Cordonan and Kaieteur, in connection with the above Steamer, are hereby informed that their Goods-with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on, unless

intimation is received from the Consigneer before 4 p.m. To-DAY (Thursday), the 9th June, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after THURS-DAY, the 16th Jone, 1887, at Noon, will be subject to rent, and landing charges at one cent per packet per diem. All Claims must be sent in to me on or before SATURDAY, the 19th June, 1887, or

they will not de recognised. No Fire Insurance has been effected. G. DE CHAMPEAUX, Hongkong, June 9, 1887.

Not Responsible for Debta.

NJeither the Captain, the Agents, nor LY Owners will be Responsible for any Debt contracted by the Officers or

ALLE Rows, Hawaiian brig, Captain J. Phillips. -Wieler & Co. ARNGUDA, British barque, Jss. H. Green. -Messageries Maritimes. E. J. Spence, British barque, Captain J

H. Gill.-Gonsalves & Co. ELWELL, American ship, Captain J. A Barston. - Order.

GENERAL WERDER, Germ. str., Capt. W von Schuckmann. -- Malchers & Co. Sonntag, American barque, Heawell --

Toblove, British ship, Captain S. Davis.

Entertainment.

ROYAL. TRAITS FIRE INSURANCE COM Mr. JOHN F. SHERIDAN Proprietor. Mr. F. H. Pollook Business Manager. MR. JOHN ANDREW has been ap VI pointed Agent for the above Com-FOR A FEW NIGHTS ONLY!

> COMMENCING WEDNESDAY

the 15th June, 1887. Roturn of the Established Favourites OHN F. SHERIDAN Commission Agents previously carried on | HIS MATCHLESS COMPANY,

AFTER THEIR BRILLIANT TOUR, And now en route for London, will appear in Co-partnership," was DISSOLVED on on the above date any Dear or Liability incurred by the said NEW AND SPECIAL PROGRAMME,

Arranged expressly for the Return Visit. Further particulars duly announced.

Box Plan now open at Messrs. Lane, Crawford & Co.'a. W. J. ALLEN. Agent.

Hongkong, June 7, 1887.

Auctions. PUBLIC AUCTION.

THE Undersigned has received instructions from D. K. GRIFFITH, Esq., to

Sell by Public Auction, on

SATURDAY, the 11th June, 1887, at 2 p.m., at his Residence, No. 1, Duddell Street,-

SUNDRY HOUSEHOLD FURNITURE. PHOTOGRAPHIC APPARATUS, &c., - consisting of :-

CAMERAS, LENSES, STANDS, and SUNDRY PHOTOGRAPHIC CHEMICALS. BACK GROUNDS, BALUSTRADES, &C. PHOTOGRAPHIC ALBUMS and BOOKS of

OIL PAINTINGS and SUNDRY FRAMED PHO-Tables and Show Cases, Extension DINING TABLE, SIDEBOARD and WHATNOT. VIENNA CHAIRS, DINNER, DESSERT and TEA SETS. GLASS and PLATED WARE. Double Iron Bedstead, Brass Mounted, DOUBLE-WINGED WARDROBE, MARBLE-TOP TOILET TABLE and WASHSTAND. A COTTAGE PIANO, by LUNAU

LUBECK. ONE JINRICKSHA. Catalogues will be issued. TERMS OF SALE.—As customary.

J. M. ARMSTRONG, Auctioneer. Hongkong, June 6, 1887.

Shipping. Steamers.

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS. The Co.'s Steamship

Iraquaddy. Commandant LARTIGUE will be despatched for SHANGHAI on SATURDAY, the 11th Instant, at Daylight. G. DE CHAMPEAUX.

Hongkong, June 9, 1887. NOTICE. COMPAGNIE DES MESSAGERIES

MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship Commandant will be despatched for

KOBE and YOKOHAMA on SATURDAY. the 11th Instant, at Daylight. G. DE CHAMPEAUX

Hongkong, June 9, 1887. DOUGLAS STEAMSHIP COMPANY. LIMITED.

OR SWATOW, AMOY & FOOCHOW. The Co.'s Steamship Namoa. Captain Pococa, will be despatched for the above

Ports on SATURDAY, the 11th Instant, at For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.,

General Managers. Hongkong, June 9, 1887. OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY. Taking Cargo & Passengers at through rates for NINGPO, OHEFOO, NEW-OHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.)

Captain Purpy, will be despatched as above on SATURDAY, the 11th Instant, at Noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agente.

Hongkong, June 9, 1887. 1057 GLEN LINE OF STEAM PACKETS. FOR LONDON VIA SUEZ CANAL.

The Steamship Captain Somman, will be despatched as above on SATURDAY the 11th Instant, at 8 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents,

Shipping.

Steamers. NETHERLANDS INDIA STEAM

NAVIGATION COMPANY, LIMITED. FOR BATAVIA, SAMARANG AND SOURABAYA, VIA SAIGON: AND SINGAPORE.

The Co.'s Steamship Captain Joon, will be SATURDAY, the 11th Instant, at Noon. For Freight or Passage, apply to

JARDINE, MATHESON & Co., Hongkong, June 8, 1887.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY. The Co.'s Steamship Diamante. despatched for the above Ports on SATURDAY, the 11th Inst., at

For Freight or Passage, apply to RUSSELL & Co.,

General Managers. Hongkong, June 8, 1887. OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. The Co.'s Steamship Capt. MILLICAN, will be despatched as above on

SUNDAY, the 12th Instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 3, 1887. SHIRE LINE OF STEAMERS. FOR YOKOHAMA AND KOBE.

The Steamship Merionethshire,
W. Richardson, Commander, will be despatched for the above Ports on the 12th Instant. For Freight or Passage, apply to ADAMSON, BELL & Co.,

Hongkong, June 6, 1887.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SWATOW, CHEFOO AND

TIENTSIN. The Co.'s Steamship Kwongsang, Captain Sellar, will be

MONDAY, the 13th Instant, at 4 p.m. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, June 8, 1887.

INDO-OHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship Capt. D'A. DE ST. CROIX, will be despatched as

above on TUESDAY, the 14th Instant, at 3 p.m., instead of as previously advertised. This Steamer Chas superior First-class Accommodation, specially constructed to most the requirements of tropical climates. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

General Managers. Hongkong, June 9, 1887. OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY Teking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.)

The Co.'s Steamship Deucalion. Captain Asquire, will be denstohed as above on WEDNESDAY, the 15th Instant. For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Hongkong, June 8, 1887. STEAM TO SHANGHAL The P. & O. S. N. Co.'s Steamship Ravenna

will leave for the above place about 24 hours after her arrival with the next English Mail. E. L. WOODIN. Acting Superintendent. P. & O. S. N. Co.'s Office.

Hongkong, June 7, 1887. STEAM TO YOKORAMA, VIA NAGA-SAKI AND KOBE.

(Passing through the INLAND SEA.) Steamship
Teheran
will leave for the above The P. & O. S. N. Co.'s places on SATURDAY, the 18th June, at

E. L. WOODIN. Acting Superintendent.

P. & O. S. N. Co. a Office. Hongkong, June 7, 1887.

Sailing Vessels.

FOR NEW YORK. The 3/3 L.1.1. British Barque Antoinette,
Captain Bonje, will load here
for the above Port, and will have quick despatch.

Hongkong, Mey 31, 1887.

Vol. XLIII. No. 7431.

AGENTS FOR THE CHINA MAIL. LONDON: F. ALGAB, 11 & 12, Clement's Lane, Lombard Street, E. C. Gronge STREET & Co., 30, Cornhill. GORDON & Gotoff, Ludgate Circus, E.C. BATES Peak. HENDY & Co., 37, Walbrook, E.C. SAMUEL DEAUON & Co., 150 & 154, Leadenhall Street. W. M. WILLS, 151,

Cannon Street, E.C. PARIS AND EUROPE -AMEDEI PRINCE & Co. 36. Rue Lafayette, Paris. NEW YORK :- ANDREW WIND, 21, Park SAN FRANCISCO and American Ports

generally :- BEAN & BLACK, San Fran-AUSTRALIA, TASMANIA, AND NEW ZEALAND: GORDON & GOTCH, Mel-

bourne and Sydney.

CEYLON :- W. M. SMITH & Co., THE APOTHEGARIES Co., Golombo. SINGAPORE, STRAITS, &c.:-SAYLE & Co., Square, Singapore. C. Heinszen CHINA:-Macao, F. A. DE CRUZ. Suatow, Quelch & Co. Amoy, N. Moalle. Foothow, Hedge & Co. Shanghai,

road & Co., and Kelly & Co.

LANE, CRAWFORD & Co., and KELLY

& WALSH. Yokohama, LANE, CRAW-

Banks. HONGKONG & SHANGHAI BANKING

CORPORATION. RESERVE FUND,.....\$4,500,000 RESERVE LIABILITY OF PRO- } \$7,500,000

COURT OF DIRECTORS. Chairman-M. GROTE, Esc. Deputy Chairman-C. D. Bottomley, Esq. Hon. J. BELL IRVING. | E. H. M. HUNTING-W. H. F. DARBY, Esq. | TON, Esq. H. L. DALRYMPLE, Hon. A. P. McEWEN. J. S. Moses, Esq.

H. HOPPIUS, Esq. Hon, F. D. Sassoon. CHIEF MANAGER. Hongkong,.....THOMAS JACKSON, Esq. Acting Chief Manager-John WALTER, Esq. MANAGER. Shaughai,......Ewen Cameron, Esq. LONDON BANKERS -London and County Brick.

HONGKONG. INTEREST ALLOWED. N Current Deposit Account at the rate of 2 per cent. per annum on the daily On Fixed Deposits: For 3 months, 3 per cent. per annum.

a 6 p 4 per cent. a 0 n b per cent. n n LOCAL BILIS DISCOUNTED. Credits granted on approved Securities, and every description of Banking and Exchange business transacted. Draits granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER, Acting Chief Manager. Hongkong, May 27, 1887.

TO ULES OF THE HONGKONG SAVINGS' BANK. 1.-The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their

NOTICE.

premises in Hongkong. Business hours. on week-days, 10 to 3: Saturdays, 10 2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3. —Depositors in the Savings' Bank having

\$100 or more at their credit may at

their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 mouths at 5 per cent, per annum interest. 4 —Interest at the rate of 31 per cent. per annum will be allowed to depositors on their daily balances. 5.—Each Depositor will be supplied gratis

with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July. 6.—Correspondence as to the business of

the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China. 7.-Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book

ere necessary. For the Hongkong & Shanghai Banking CORPORATION, JOHN WALTER,

Hongkong, June 7, 1884.

Intimation

Acting Chief Manager.

NOTICE. HONGKONG AND WHAMPOA DOCK

COMPANY, LIMITED. CHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention. In the Event of Complaints being found

necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction. D. GILLIES,

Hongkong, August 25, 1885. NOTIOE. THE Undersigned are Sole Agents for

Hongkong and Manila for the Sale of THE MONTSERRAT LIME JUICE, THE MONTSERRAT LIME JUICE CORDIALS. A. S. WATSON & Co., LD. Hongkong, May 8, 1887,

號十月六年七十八百八千一英 Intimations.

TYANTED by Two Bachelons, a Small HOUSE or Three ROOMS at the

'X. Y. Z., Care of Tms Office.

MR. WONG TAI-FONG, Surgeon Dentist. TERLY ASSISTANT TO DR. ROGERS,)

ounied by Dr. Rogers. No. 2, DUDDELL STREET. CONSULTATION FREE.

Discount to missionaries and families. Sole Address 2, DUDDELL STREET. (Next to the New Oriental Bank.)

HONGKONG BRICK AND CEMENT COMPANY, LIMITED. OFFICE, No. 5, QUEEN'S ROAD.

QUALITY FOR SALE. PRICE, \$30 PER 1,000. The following Testimonial has been received from F. W. CROSS, Esq., Manager,

HONGKONG AND CHINA GAS COMPANY, Limited:made by you at your new works.

characteristic of the best English Fire 'After a very severe test I have no hesitation in saying that this Brick is admirably suited to resist any degree of heat that it may be likely to undergo and for all purposes that Fire Bricks are used for. I am now about to build them into one

Hongkong, May 23, 1887. D. K. GRIFFITH & Co., THE LONDON AERATED WATERS MANUFACTURERS,

1. DUDDELL STREET. CONTINUE TO SUPPLY SODA WATER, TONIC WATER,

LEMONADE, GINGERADE. RASPBERRYADE, &c., &c., &c. SPE AL RATES TO LARGE

EASTERN & AUSTRALIAN STEAM SHIP COMPANY, LIMITED. CHINA NAVIGATION COMPANY,

LIMITED. NE of the STEAM VESSELS of the above Companies is appointed to leave Honokong for Australian Ports every nine When the sailing date falls on a SUNDAY, the Departure will take place

at Daylight on that day. Schedule of Sailings to 30th June, 1887. June 18 | June 27 RUSSELL & Co., Steamship Co., Ltd.

Hongkong, April 1, 1887. CHAS. J. GAUPP & Co., Jewellers, Gold & Silversmiths.

VOIGILANDER'S CELEBRATED BINOCULARS AND TELESCOPES. ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS:

INSTRUMENTS.

Christofle & Co.'s Electro-Plated Warr. GOLD & SILVER JEWELLERY, in great variety. DIAMONDS c= A27D ==>

THE SHARK FISHERY COMPANY LIMITED. PPLICATIONS for SHARES will be

Hongkeng, May 23, 1887. For Sale.

FOR SALE. TULES MUMM & CO.B CHAMPAGNE,

Baxter's Colebrated Barley Bree'

To Let. TO BE LET.

Hongkong, April 6, 1887.

UNDERVESTS,

DISNEE VILLA'-PORFULUM. BEACONSFIELD lately occupied by the Hongkong and Shanghai Banking CORPORATION. Possession from the first of July, when the Repairs will be completed.

or to SHARP & Co., Estate Agents. Hougkong, June 4, 1887.

DOOMS in 'COLLEGE CHAMBERS.' Apply to DAVID SASSOON, SONS & Co.

TO LET. (With Early Possession.) THE DESIRABLE RESIDENCE

GREENMOUNT, Situated on the BONHAM ROAD. Apply to GILMAN & Co. Hongkong, March 17, 1887. TO BE LET.

ing extensive Sea View, and very Cool in Summer. Apply at THE HONGKONG DISPENSARY. Hongkong, May 17, 1887.

A ISHED OF UNFURNISHED, Command.

NOTICE. QUEEN FIRE INSURANCE COM-PANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at per cent. net premium per annum. NORTON & Co., Agents. Hongkong, May 19, 1881.

Insurances.

COMPANY. THE Undersigned having been appointed GENERAL AGENTS for the above Company are prepared to accept RISKS against FIRE at Current Rates. SCHEELE & Co.

LUBECK FIRE INSURANCE

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720. THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows :--Marine Department.

THE LONDON ASSURANCE, -

Fire Department. Policies issued for long or short periods at direnterates. Life Department. Policies issued for sums not exceeding £5,006 at reduced rates.

Russell & Co

Hongkong, June 9, 1887.

For Freight, apply to SIEMSSEN & Co.

Scoretary.

Hongkong, July 18, 1884.

Hongkong, June 9, 1887.

DENTISTRY. FIRST CLASS WORKMANSHIP.

MODERATE FEES.

(FORMERLY ARTICLED APPRENTICE AND LAT-

A T the urgent request of his European | CLAUSEN'S CHAMPAGNE LAGER BEER, per case 6 doz. Quarts \$18.00, per A and American patients and friends, has TAKEN THE OFFICE formerly oc-

Hongkong, January 12, 1885.

THRE BRICKS OF SUPERIOR

'I have herewith much pleasure in testifying to the quality of the FIRE BRICKS as 'In appearance the Brick is light and soft as compared with the ordinary Fire Brick used in the Colony, but this I may say is

of my Furnaces and have no doubt of their being able to stand as well as the English Fire Bricks I have been using.'

Their popular AERATED DRINKf viz.: SELTZER WATER. SABSAPARILLA

CONSUMERS. Hongkong, May 6, 1887. NOTIOE.

Agents, Eastern & Australian

BUTTERFIELD & SWIRE,

Agents, China Navigation Co., Ltd.

Chronometer, Watch & Clock Makers, NTAUTICAL, SCIENTIFIC AND METEOROLOGICAL

RITCHIE'S LIQUID AND OTHER COMPASSES. English SILVER & ELECTRO-PLATED WARE

DIAMOND JEWELLERY, A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

Received by the SECRETARY until A Received further Notice. JOHN WILLMOTT, Secretary.

Dubos Frères & de Gernon & Co.'s BORDRAUX CLARETS AND

WHISKY, -\$77 per we of 1 doz.

GIBB, LIVINGSTON & Co.

WHITE WINES.

Apply to BELILIOS & Co.;

TO LET.

Hongkong, May 25, 1887.

Hongkong, May 20, 1887.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia. A VERY COMPORTABLE HOUSE, FURN.

> HOLLIDAY, WISE & Co. Hongkong, July 25, 1872, 496

Crew of the following Versels, during their stay in Hongkong Harbour:-

The Co.'s Steamship Dardanus.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUGHNO AT YOKOHAMA, AND SAN FRANCISCO.

INHE U.S. Mail Steamship CITY OF for San Francisco, via Yokohama, on THE CHINA SHIPPERS MUTUAL SATURDAY, the 11th June, at 3 p.m., taking Passengers and Freight for Japan,

the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Centra and South America, by the Company's and

connecting Steamers. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Stoamors.

RETURN PASSAGES.—Passengers. who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year. will be issued at a Discount of 25 % from Beturn Esre. These allowances do not apply to through fares from China and Japan to

Europe.
Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value

of same is required. Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Scaled Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central. C. D. HARMAN.

Hongkong, May 25, 1887.



STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, ANCONA, VENICE,

AND LONDON;

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINGULAR AND ORIENTAL STRAM NAVIGATION COMPANY'S Steam-ship VERONA, Captain F. SPECK, with Hor Majesty's Mails, will be despatched

from this for LONDON direct, via SUEZ CANAL and usual Ports of Call, on THURSDAY, 16th June, at 4 p.m. Cargo will be received on board until 10 a.m. on the day of sailing. Parcels and Specie (Gold) at the Office LONDON,

until Noon on the day of sailing. For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & OBIENTAL STEAM NAVIGA-TION COMPANY'S Office, Hongkong, The Contents and Value of Packages are

required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office. E. L. WOODIN.

Acting Superintendent. Hongkong, June 7, 1887.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,

THE OVERLAND RAILWAYS,

ATLANTIC & OTHER CONNECTING

STEAMERS. IIIHE Steamship OCEANIO will despatched for San Francisco, via Yokohama, on TEESDAY, the 21st

Instant, at 3 p.m. Connection being made at Yokohama with Steamers from Shanghai and Japan All Parcel Packages should be marked address in full; and same will be received

at the Company's Office, until 5 p.m. the

day previous to sailing. RETURN PASSAGES.—Passengers, have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year. will be issued at a Discount of 25 % from

Return Fare. These allowances do not apply to through fares from China and Japan to Consular Invoices to accompany Cargo destined to ports beyond San Francisco. should be sent to the Company's Offices, addressed to the Collector of Customs, San

Francisco. For further information as to Freight or Passage, apply to the Agency of the Company, No. 501, Queen's Road Central. C. D. HARMAN,

Hongkong, June 2, 1887.

To-day's Advertisements.

NOTICE.

ATEILGER the AGENTS, nor the OWNERS HK, High-Level Tramways Co., Ld. 1,250 8 will be RESPONSIBLE for any DEBTS Contracted by the Captain, OFFICERS OF CREW of the American Barque Onnese Imperial 1884 n. 8, 56, 11. Southern Chief during her stay in Hongkong Harbour.

ARNHOLD, KARBERG & Co.

Hongkong, June 10, 1887.

To-day's Advertisements. To-day's Advertisements.

The Steamship Captain R. Könzen, will be despatched for the

above Port TO-MORROW, the 11th Inst., at 11 a.m., instead of as previously advertised. For Freight or Passage, apply to SIEMSSEN & Co.

Hongkong, Juna 10, 1887. STEAM NAVIGATION COM-

PANY, LIMITED. FOR SHANGHAL

The Co.'s Steamship J. C. JAQUES, Com'der, will be despatched for the above Port on FRIDAY, the 17th Inst., at Daylight.

For Freight or Passage, apply to ARNHOLD, KARBERG & Co.,

Hongkong, June 10, 1887. HONGKONG AND CHINA GAS COMPANY, LIMITED.

THE Transfer BOOKS of this Company will be CLOSED from the 11th to 25th Instant, both days inclusive. F. W. CROSS,

Hougkong, June 10, 1887.

SHIRE LINE OF STEAMERS. NOTICE TO CONSIGNEES.

STEAMSHIP MERIONETHAHIRE. FROM HAMBURG, ANTWERP, LON DON, PENANG AND SINGAPORE.

MONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Kowloon WHARF & Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained. Optional Cargo will be forwarded, un-984 less notice to the contrary be given before

con To-MORROW. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 17th Instant will be subject to rent at the rate of one cent per

package per day,:: All Claims against the Steamer must be presented to the Undersigned on or before the 17th Instant or they will not be re-

All broken, chafed, and damaged Goods are to be left in the Godowns, where they June, at 4 p. m.

No Fire Insurance has been effected. Bills of Lading will be countersigned, by ADAMSON, BELL & Co.,

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES.

Hongkong, June 10, 1887.

PAQUEBOTS POSTE FRANCAIS. STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID. MEDITERRANEAN AND BLACK

SEA PORTS. MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; HAVRE. BORDEAUX

DUNKIRK AND ANTWERP. N THURSDAY, the 23rd of June, 1887, at Noon, the Company's S.S. ANADYR, Commandant DELACROIX. with MAILS, PASSENGERS, SPROIE, and CARGO, will leave this Port for the

ibove places. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Cargo will be received on board until 4 a.m., Specie and Parcels until 3 p.m. on 22nd June. 1887. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are re-

For further particulars, apply at the Company's Office. G. DE CHAMPEAUX,

tiongkong and Shanghai Bank Corp. 60,000 \$

Yangtsze Insurance Company, Ld. ... 8,000 £

Union Insurance Society Co., Ld.... 10,000

China Traders' Insurance Co. Ld. ... 24,000 6

Onmese Insurance vo., Limited L. 500 &

Hongkong Fire Insurance Co., Ld. 8,000 5

China Fire Insurance Co., Ld. 20,000

Singapore Insurance Company, Ld. 40,000 \$

The Straits Fire Insurance Co., Ld. 20,000

The Straits Insurance Co., Ld......30,000 \$

dK. U. and M. Steamboat Co., Lt. 40,000 \$

Douglas Steamship Co., Limited 20,000 \$

indu-Ohina S. N. Con Jany, Limited 18, 387 E

Cinns and Manila S. S. Co., Lid 3,500 \$

H'kong & Whampos Dock Co., Ld. 12, 500 &

Ilk. and China Gas Co., Limited. | 6, 100 E

Chura Sugar Company, Limited 15,000 3

Hongkong Ice Company, Limited ... 5,000 \$ clongkong Bakery Company, Ld. ... 600 \$

Punjom & Sunghie Dua Samatan \ 40,000 8

HK. & Kow. Whar! & Godown Co. 17, 000 &

H'kong Rope Manufactory Co., Ld. 3,000 \$

Chinese Imp. (Ch. Bank Loan) 1885 2790

* Equalisation of Dividend Fund.

3189 8 500

... T700,000 TL 250

Hongkong, June 10, 1887.

Stocks.

North-China Insurance Co., Ld.

Canton Insurance Office Co., Ld....

BTEAMBOAT COMPANIES.

MISORLLANGOUS.

New Mares....

3,000 sha. issued

Hongkong Hotel Company, Lt....

Luzon Sugar Company, Limited.... Perak Sugar Cultivation Co.......

Perak Tin Mining & S'ting Co.

A. S. Watson & Co., Limited.....

FOR SHANGHAL. STEAM TO SINGAPORE, PENANG

AND BOMBAY. The P. & O. S. N. Co.'s Steamship will leave for the above

places at Daylight on TUESDAY, the 14th Instant, instead of as previously advertised E. L. WOODIN. Acting Superintendent

P. & O. S. N. 0o, 's Office, Hongkong, June 10, 1887.



HONOKONG, No. 1165.

Regular MEETING of the above LODGE will be held in the FREE-MASONS' HALL; Zetland Street, on THURS. DAY EVENING, the 16th Inst., at 8.30 for 9 p.m. VISITING BRETHREN are cordially invited.

Hongkong, June 10, 1887. SHIPPING

> ARRÍVALS. June 9. 1887 :--

Allic Rowe, Hawniian brig, J. Phillips, Honolulu April 23, Old Iron, Old Metal and 20,000 empty Bottles. - Wieler & Co. Gilsland, British steamer, 1,050, M. Robinson, Saigon June 5, Paddy and Rice. -CHEONG WOO.

June 10:--Glenlyon, British steamer, 1,410, J. Sommer, Woosung June 5, Amoy 7, and Swatow , Ballast, - JARDINE, MATHESON & Co. E. J. Spen e, British barque, 519, J. H. Gill. Newshwang May 21, Beans. -- Gon-

Melita, Gorman atr., 339, H. J. Mörck, Haiphong June 8, General. - WIELER & Co. Freir, Danish str., 462, Chas. A. Lund, Haiphong June 6, General ARRHOLD,

KARBERG & Co. Southern Chief, American barque, 1,219 Geo. H. Sims, Haiphong June 6, Ballast

Celebes, Dutch steamer, 1,423, J. C. Joon, Amoy June 9, General. JARDINE, MATHESON & Co. Ningpo, British steamer, 785, F. Schulz. Shanghui June 7, General. — Siemssen & Co.

Merionethshire, British steamer, 1,245, W. Richardson, London April 27, and Sinwill be examined on Friday, the 17th gapore June 4, General. - Adamson, Bell Colombo. Chinese barque. 636, Griff,

Singapore May 17, Timber. - CAPTAIN. Anton, German steamer, 396, E. Aereboe, Pakhoi and Heihow June 9, General .-WIELER & Co. Travancore, British str., 1,149, J. Logan,

Bangkok June 3, Rice. - RUSSELL & Co. Signal, German str., 385, J. A. Bruhn, Pakhoi and Hoihow June 9, General .-Sirmssen & Co.

DEPARTURES. June 10 :-- .-Kwang Lee, for Shanghai, Danish Monarch, for Elephant Point. Ningpo, for Whampoa.

Berenice, for Singapore and Bombay. CLEARED. 1 may, for Shanghai. Chanisha, for Foschew. Glenlyon, for Singapore and London, Dardanus, for Amoy and Shanghai.

Activ, for Haiphong. Deuteros, for Amoy. Iraouaddy, for Shanghai. Volga, for Yokohama. PASSENGERS ARRIVED.

Per Gilsland, from Saigon, 20 Chinese. Per Glenlyon, from Woosung, &c., Mr Hutchings, and 850 Chinese Per Freir, from Haiphong, 2 Europeans, and 19 Chinese. Per Celebes, from Amoy, Mr and Mrs ameep, and 291 Chinese. Per Ningpo, from Shanghai, Miss Bonman, and 18 Chinese. Per Merionethshire, from London, &c., 4 Europeans, and 46 Chinese. Per Travancore, from Bangkok; 20 Chi-

DEPARTED. Per Kwang Les, for Shanghai, 50 Chinese, Per Berenice, for Singapore, Messrs M. Wiesbauer, A. Bartoli, P. Onesti, G. Pranchelti, O. Gorri and M. Occioni, and 498 Ohinese.

TO DEPART. Per Amoy, for Shanghai, 12 Chinese. Per Glenlyon, for Singapore, 837 Chinese. Per Dardanus, for Amoy, 100 Chinese. Per Deuteros, for Amoy, 100 Chinese. Per Iraquaddy, for Shanghai, Mesara Reuter and Seip. Per Volga, for Yokohama, Messrs Moshima, Wyama, and Ishimura.

SHIPPING REPORTS

The British steamer Gilsland reports : Had fine weather throughout. The British steamer Glenlyon reports : Had light Southerly winds, and fine clear weather throughout. The Danish steamer Frefr reports: Towed the American barque Southern Chief from

Haiphone. The American barque Southern Chief reports: Towed from Haiphong by the Danish steamer Frejr. The Dutch steamer Celebes reports: Had fine weather and S.W. swell. The British steamer Merionethshire re-

ports: Left Singapors at 3 p.m. on the 4th inst., had moderate Southerly winds and squally with plenty of rain throughout. Passed Empenza, bound North, lat. 1° 40' north, long. 104° 2' cast.

POST OFFICE NOTICES. MAILS will close:-

For SHANGHAL. Per Amoy, at 10.30 a.m., on Saturday, the 11th inst., instead of as previously notified.

Per Glencoe at 11.30 a.m., on Saturday, the 11th inst. For AMOY AND MANILA .-

Per Visayas, at 11.30 a.m., on Saturday, the 11th inst. For AMOY & SHANGHAL.... Per Dardanus, at 11.30 a.m., on Satur-

day, the 11th inst. For SWATOW, AMOY AND FOOCHOW. Per Namoa at 11.30 a.m., on Saturday, the 11th inst.

For SAIGON, SINGAPORE, BATAVIA, SAMARANG & SOURABAYA. Per Celebes, at 11.30 a.m., on Saturday, the 11th inst., instead of as previously notified.

For STRAITS & BOMBAY. Per Khiva, at 2.30 p.m., on Saturday, the 11th inst. For SINGAPORE & LONDON. -Per Glenlyon, at 2.30 p.m., on Saturday,

the 11th inst. For SAIGON. Per China, at 3 30 p.m., on Saturday, the 11th inst.

For AMOY & MANILA Per Diamante, at 3.30 p.m., on Saturday, the 11th inst. For TOURON.

Per Melita, at 4.30 p.m., on Saturday,

the 11th inst. MAILS BY THE UNITED STATES PACKET. The United States Mail Packet City of Sydney will be despatched on BATUR. DAY, the 11th Instant, with Mails. for Japan, San Francisco, the United

States, Canada, Honolulu, Peru, &c., at 7.30 p.m. which will be closed as follows: 2.15 P.M. Registry ceases. 2.30 P.M. Post-Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of depar-

Exchange Hongkong, June 10. Bank. Wire. On demand. 30 days' sight. 4 months sight, Documentary, 4 months' sight, 3/1. On Paris---On demand, ... Credits, 4 months' sight. On New York---On demand. Oredita, 60 days' sight, On Bombay-

On demand, On Calcutta-On demand, ... On shanghai— On demand, ... 714 39 days' sight. Gold Loaf. 100 fine Sovereigns.

SHARE LIST. -QUOTATIONS.

 $50.000\,\mathrm{Tis}$.

614,000 \$

600,000

188,000

28,71L5

1,000,000

.612,500∣\$

200,000 \$

*30,000

127,320

Reserve. Balancec. f. ward Last Dividence

3,059.767 % for 1886 Fis. 109

187.524.75|20 % V annum | 866

328,567.46 \$27.50 for '85 \$3821

11,410.4: 6 % half year 96, buyers

1,321.41 66 half year \$205

13,781.53 12 Y for 1886 \$130

514.58 10% for 1886 \$110

None

None

129,303.18 None

12 % for 1886 450

243,733.44 \$ 6 for 1883

75,832.52

Per Signal, from Pakhoi, 12 Chinese.

\$19, sellers.

40 discount

\$63

Tls. 18 1

\$20

\$15, sellers

12 % prem.

6 % prem.

18 - prem.

5 % prem.

1 At debit.

JUNE 10, 1887. Closin , Quotations, 25,313.43 at 30/ for ½ year 140 % prem. working a/c to Dec. 31 /86 140 % prem. 314,012.96 \$61 p. sh. /85 \$80 per share, buyers 494,405.00 10 % for 1885 \$721, sellers 125,771.298 % for 1886 \$230 per share, sellers \$20, nominal 830. nominal 1151.13 Dec. 31/86 \$50 per share, nominal 4.387.5.97 % for 1885 10 % die. sellers 4,260.1216 % for 1886 73, cash, nominal ,527.3.11 10-% and 2 % \$130 per share, buyers, fully er div. nomina sales \$37 % prem., sellers 345 per share, nominal 0.0913 / for 1886 60 / prem. huyers

MEMOS. FOR TO-MORROW. Shipping.

Daylight .- Iracuaddy leaves for S'hai. Daylight. Volga leaves for Kobe, &c. 11 a.m. -- Amou leaves for Shanghai. Noon .- Namoa leaves for Coast Ports. Noon .- Celebes leaves for Batavia, &c. Noon. - Dardames leaves for S'hai, &c. 3 p.m. - Glenlyon leaves for Landon. 3 p.m.—P. M. S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

4 p.m. - Diamante leaves for Manila, &c. Auctions. 2 p.m. - Auction of Household Furniture, &c., at the residence of D. K. Griffith, Esq., at No. 1, Duddell Street.

Miscellaneous. Transfer Books of Hongkong and China Gas Co., Limited, closed from this date to the 25th Instant, inclusivo.

General Memoranda. MONDAY, June 18:-

8.30 p.m. - Meeting of St. John's Lodge. WEDNESDAY, June 15 :-this date subject to rent. 9 p.m. Performance at the City Hall, HURSDAY, June 16 -

Goods per Lydia undelivered after this date subject to rent. 9 p.m.-Meeting of Perseverance Lodge. FRIDAY, June 17 :-

Goods per Merionethshire undelivered after this date subject to rent.

Vol. XV.-No. 5. -OF THE-CHINA REVIEW' NOW READY.

A. S. WATSON & Co.,

LIMITED. TAVE BEEN APPOINTED SOLE AGENTS

HONGKONG, CHINA AND MANILA,

MAWSON'S NEW PATENT FILTERS

RENEWABLE MEDIUM. Handbills, showing Construction and Patterns, supplied on application. A. S. WATSON & Co., LTD. THE HONGKONG DISPENSARY,

ESTABLISHED 1841. Hongkong, April 29, 1887, The publication of this issue commenced

HONGKONG,

Che China Island.

HONGKONG, FRIDAY, JUNE 10, 1887. WE understand that the objections taken in these columns to the disputed clauses of the Public Health Bill have been described, in certain quarters as a violent opposition to the entire Bill. That is to say, that those who object to the clauses regarding open spaces and reconstruction (without any compensation being promised, or provision made for surplus population) are upponents of all measures of sanitation whatsoever. Those who may have noted names to the Clerk of Course not later than our remarks upon the new Public Health 5 o'clock on Monday next. Bill will of course readily perceive that this charge is altogether without This morning, as the steamer Frejr was foundation. In order, however, to prevent any erroneous impression of this moving through the harbour either with kind, it may be well to refer again to one or two points in the discussion. It or just after having towed her to her may be convenient for those who seem to have resolved to go in for the whole buoy rocks off Wanchai. The Freir had Bill or none 'to represent the opponents of certain clauses as the enemies of true sanitation. For the benefit of these who adopt this mode of warfare, it will the rocks but got off without receiving not be out of place to state that this much damage. It is expected, however, journal has been fighting the battle of that she may have to go into dock to ascersanitation for many years, long before many of our present theoretical sanitarians ever dreamt of coming to this part of the world. What we are now fighting against is, the sanitating of the Chinese from off the face of the Island. For the last ten or fiftgen years we have advocated the increase in the water supply, that was checked and delayed by Governor Hennessy. We have strongly advocated the construction of a better class of dwelling-houses for the Chinese; and about exceptionally steep even for a Chinese half of the Chinese quarter has been

reconstructed during the last twelve or fifteen years, to the decided advantage of the native residents and the improvement of the Colony generally. The scavenging system has been freely attacked, and considerably improved; Satingan's English Opera Bouffe. Company made, while many others have been left from Hongkong in the P. & O. Co. which public attention has been pentedly called is the disgraceful condition of the public sewers, and the consequent insufferable state of many of A Cexton paper states :- A novel form of the private drains. This, we have times without number pointed out as the most Baultury) system; and any one who admit that this eminent sanitary engineer looked upon the poisoning of the sub-soil as the most dangerous defect of all. The gravest responsibility rests and will rest upon the Government if this improvement be delayed one day puted clauses be at once separated from

proposition was made in these columns over three weeks ago. The Bill, as now drawn, tries to accomplish too

much. Let it be freed from the clauses that must provoke prolonged discussion There will be plonty of time for the enactment of these when they can be carried into practice. There is no necesway of measures that are urgently.

TELEGRAMS.

[SUPPLIED TO THE 'OHINA MAIL. (Via Southern Line.)

HONGKONG. London, June 8th.

A NEW GOVERNOR FOR

Sir G. W. Des Voux has been appointed. Governor of Hongkong. Des Voeux, Sir George William, K. C.M.G. (1883), (C.M.G. 1877).—Educated at Char. ter House and Balliol College, Oxford, Goods per Glencoe undelivered after Called to the bar of Upper Canada, 1861 Stipendiary magistrate, British Guians, 1863; administrator of the government, St. Lucia, 1869; prepared, in conjunction with the chief justice, The Civil Code of St. governor of Trinidad, Jan., 1877, to Jan., 1878; acting governor of Fiji, June, 1878. to Sept., 1879; nominated governor of the Bahamas, 1880; governor of Fiji, 1880 assistant high commissioner of the Western Pacific. 1880. and high commissioner. 1882-5; represented Fiji at Australasian convention, 1883, and was member of the committee which prepared the federal council bill. Governor of Newfoundland,

THE ORIMES BILL

LONDON, 8th June. The Third clause in the Crimes (Ireland) Bill has been adopted; the amendments were withdrawn.

MR GLADSTONE IN WALES.

LONDON, 8th June. after visiting Wales, where he was received speeches upon Ireland.

LOCAL AND GENERAL. PASSED SURZ CANAL DTWARD BOUND :- Haitan, May 3; Colonibo, 6; Ghazee, 20; Glenavon, Orion,

27 ; Braunschweig, Cyclops, 24 ; Menelaus, Oxus, Cachar, 31; Euphrates, Toonan, June 3. IOMEWARD BOUND: -Glenfalloch, Palamed, May 17; Bellerophon, 27; Devonshire. Palinurus, 24; Orestes, 31; Diomed,

Medusa, Archimede, June 3. The steamship Ravenna, with the English Mail of 13th May, left Singapore on Wednesday, the 8th instant, at 5 about Monday evening, the 13th inst. This packet brings replies to letters despatched from Hongkong on April

The O. S. S. Co.'s steamer Descalion, from Liverpool, left Singapore on the 7th inst, and may be expected here on or about the 13th instant. left Singapore on the 7th inst., and may be expected here on or about the

THE members of the Hongkong Jockey Club have authorized Mr H. J. H. Tripp, the Clerk of the Course, who is shortly to proceed to Shanghai, to make the best terms with Mr Symons for the Subscription Griffins for 1886. Members desiring to subscribe are requested to send in their

the American barque Southern Chief in tow. anchorage, she struck against the whitebrought the barque all the way from Haiphong in tow. The Frejr did not stick on tain exactly what damage she may have

This afternoon a Obinese girl about 12 years of ege, living with her parents at the house No. 39 Tung Man lane, fell down the stair of that house and was killed almostinstantaneously. The injuries were chiefly about the head, the skull being fractured. The stair of the house would be considered house and would seem just made for such accidents. The body was conveyed to the Mortuary, where an inquest will doubt less be held upon it.

and other improvements have been arrived at Singapore on the 2nd instant Towa Hall on the 4th with Gilbert and Sullivan's comio opera The Mikado.

smusement has been introduced into the Highand Regiment in Coylon, who deputed one of their number to attend the pearl serious defect of our sanitary (or in lishery on behalf of the mess, to purchase several lots of oysters in the hopes of securreads the report by Mr Chadwick will ing some good specimens of pearls. The speculation might have been turned to a profit after the lots had been purchased. for prices rose considerably for a day or two afterwards, but the officers appeared to prefer taking their chance in upening the

if the death-dealing sockage has not got be paid as well at that port as the existing rice, 28.50; and the wind to blow with too powerful a hold of it. This same custom-house at Batavia.

THE NEW GOVERNOR OF HONGKONG:

Thousandouncement that a new Governor had been appointed to Hongkong, made known through Reuter yesterday, cause d little surprise and still less disappointment. The general feeling when, some months Sity whatever why they should stop the ago, after the death of Sir George Strahan, Sir George Bowen intimated that, if need be he would return to the post which he had deserted and complete his full term of service, and his offer was accepted, was one of extreme irritation both with the anthorities of the Colonial Office and with Sir George Bowen, with the latter for his apparent effrontery and with the former for their apparent incapacity to apprehend the wishes of the community and to estimate the man who so adroity humbugged them into giving him a chance of cheap glory. This fooling gradually gave place, however, to a certainty that Sir George would no more live and move amongst us, even for the few months during which, as he said, he contemplated excrificing himself to the service of the Queen. He was known to be far from robust, in fact the late reports Goods per Steamer Iraquaddy unclaimed Lucia, now the law of the colony. Acting from home were to the effect that his medical advisers strongly advised him to stay at and we suppose this is the principal reason which has induced him to finally abandon his intention revisiting the scenes of his former triumphs. Banquoters and Victoria Park advocates may therefore once more breathe

> The new Governor, Sir George William Des Vœux, who is perhaps not so well known as some of the other Colonial Governor's whose names were mentioned as probable candidates for the Governorship of this Colony when Sir George Bowen's resignation was announced, has had considerable colonial experience. He is the fifth son of the late Rev. Henry Des Voenx, Mr Gladstone has returned to London by his marriage with Frances, only daughter of Mr Daniel Dalrymple, of Barrow, enthusiastically and delivered several Derbyshire. He was born in 1834 was educated at the Charterhouse and at Balliol College, Oxford, and called to the Bar of Upper Canada in 1861. He was stipendiary magistrate in British Guiana from 1863 till 1869, when he was appointed Administrator of the Government and Colonial Secretary of St. Lucia. In 1877 he was appointed Lieutenant-Governor of Trinidad and in the following year he was nominated Acting Governor of the Fiji Islands. He was Governor and Commander-in-Chief of the Bahamas from May to August 1880, when he was appointed Governor and Commander-in-Chief of the Fiji Islands. He also received the appointment at that time of assistant High Commissioner of the Westorn Pacific, and was raised to the post of High Commissioner in 1882, which he retuined until 1885. In 1883, he represented Fiji at the Australasian convenp.m , and may be expected here on or tion and was a member of the Committee who prepared the Federal Council Bill. He also tried his hand at lawmaking when Administrator of St. Lucia. preparing in conjunction with the Chief Justice, The Civil Code of St. Lucia, now the law of that Colony. His last appointment, to the Governorship of Newfoundland, was made in February 1886. He was made a C.M G. in 1877 and The S. S. Arratoon Apear, from Calcutta, a K.C.M.G. in 1883. It was expected at one time that he would succeed Sir George

Strahan as Governor of Tasmania. Of his administratorship in Newfoundland, we have not heard much. but it would seem from telegrams recent San Francisco papers, that he had landed in troublous times. A Halifax telegram, dated March the 2nd.

The publication of the address of the Newfoundland Legislature to the Imperial Government has produced a sensation. No such defiant document has been received by the Imperial Government from any colony since the revolt of the American Colonies. The Nowfoundlanders tell the Imperial Government that they own their own fisheries and they do not propose to pay the slightest head to French or American interests or to brook any interference from the Imperial Government. The situation is so serious that both Premier Sherburn and Sir Ambrose Shee, leader of the opposition, have left the Logislature to take care of itself and gone to London to represent the dangerous character of the prevailing feeling in Yewfoundland. Meanwhile the press and people are universally discussing the bone-

Some six weeks later, Sr George Des Your himself proceeded to England, but whether his errand was the same as that of the Premier or not the home papers do not say. The salary of the Governor of Newfoundland is £2,500 per annum, that of Hongkong, £6,000, soothat Sir George Des Vœux's promotion will be a substantial one pecuniarily. It is difficult to conjecture with any degree of certainty when we may expect our new Governor to take up his post but he will probably not arrive here before September. If he does arrive by that time, he will be as early as Sir George Strahan would have been, and not much later than Sir George

his of annexation to the United States.

THE 'ALLIE ROWE! IN A TYPHOON, Captain J. Phillips, master of the Hawanan brig Allis Howe, a frequent visitor at this port, has kindly forwarded the following account of his experiences in a typhoon which he encountered in latitude undene. One of the principal points to steamer Lombardy, and were to open in the 19°24' N. and longitude 130°02' E, on the 26th and 27th ultimo. She arrived here from Honolulu yesterday :--

May 26th, 4h. p.m., vessel running with a fresh K.S.E. wind and rain. 5h., weather threatening, and barometer falling; took in all light sails. 7h., vessel running under two lower topsails, and fore top-mast staysail. Bar. 29.56. 8h. 30m., hove to on port tack, took in all sail, and set tarpaulin in main rigging, to keep the ship's head to wind and see. Ith, typhoon set in from ESE, bat, down to 29.40. Midnigh. typhoon blowing with tremendous force, bar. 29.20.

May 27th, a.m. 1h. to 3h., typhoon blowing with such force, as to lay the vessel longer than can be avoided. If there. The following may be interesting to the blew the sails out of the gaskets, and then fore, a fair and reasonable discussion of Mercantile Community of the place:— flapped them into threads, fortunately, part the open-space and other objectionable Since the port of Tandjong Prick (Bata- of our lee bulwarks washed away during or disputed clauses of the Health Bill wis has been entirely opened on the 15th the typhoen, and let the heaviest of the is likely to impede the progress of March last, vessels arriving there, can un water off the ship's decks. The wind blaw other sanitary measures, let the dis. load and load at the quay. Until the whole with such force the vessel had no charge, administration of import and exports duties to recover herself and get upright. At Ih. puted clauses be at once separated from and excises; as far as regards wessels not ber. 28.80.; at 3h. 28.50; at 4h. 28 40; the present draft of the Health Bill, and rigged in the native Indian manner, will be (lowest reading.) At 4h. the wind sudies the subscillation of the Island he purified, removed to Tandjong Prick, the duties can deally luffed into calm. 6h bar, started to great force, from W.S.W.; from 7h to

† Depreciation and Insurance Fund

June18& De . 1

Oct. 15

March & Sept

*-Jan. 18

But considering the force of the wind, I am thankful we got off so easily.

SUPREME COURT. IN VICE ADMIRALTY. (Before His Honour Acting Chief Justice Russell, with Hon. H. G. Thomsett and Captain Almond, of the P. & O. Service, Nautical Assessors). Friday, June 10.

THE 'CITY OF PEKING' AND BAGHALIEN' COLLISION CASE. Judgment was delivered in this case to-

The Leting Attorney General (Hon. E. J. Ackroyd) and Mr Brereton, instructed by Mr Wilson, (of Messrs Wotton & Deacon) & Stokes) appeared for the defence.

City of Peking are as follows :-

speed of the City of Peking was reduced in the middle of the fairway.

6. -When close to the stern of the said junks and at a distance from the Sachalies of about 600 to 700 or 750 feet, the City of Peking was going about 4 to 5 knots an hour and was heading on a course that would have taken her clear of the Saghalien about 400 feet from the bows of the Saghalien to the northward thereof, but at this moment a strong tidal current running to the southward along the west side of Kowloon and out into the harbour past the southwesternmost point of Kowloon caught the City of Peking on her starboard bow and swept it suddenly and swiftly to port and pointing towards the Saghalien.

7.-The helm of the City of Peking was instantly put hard to port, but the vessel refused to answer her helm and continued to cant to port, and the engines were at once reversed full speed astern and starboard anchor let go.

8.-Immediately afterwards the City of Peking, still moving ahead slowly through the water and dragging her anchor although the engines were going full speed astem. came into collision with the Saghalien. striking the stern of the City of Peking abreast the bridge of the Saghalien. 9.—The collision was not occasioned by

any fault or default on the part of the City of Peking nor by any recklessness, carelessness, or mismanagement of those on board

appearance of any danger of collision, the said Henry Clay Dearborn, the Master. with his officers and crew, were at their proper accustomed stations on entering port, proper lookout was kept, anchors were cleared and ready to lot go, and the speed of the vessel was reduced to what was safe and proper. The courses steered were those ordinarily and customarily steered in entering the harbour, and every ordinary and proper procaution was taken to avoid danger of leolision with junks or Belgic. other vessels.

11.—The presence of the two junks hereinbefore mentioned in the fairway compelled the City of Peking to go a little nearer to the Saghalien than she otherwise would have done, but she would have passed safely clear as hereinbefore alleged if it had not been for the current hereinbefore mentioned catching her on the starboard bow and centing her suddenly and swiftly to port. Until that moment there was no

about 1-5th of a knot an hour. In accordance with the decisions in the Aunot Lye, O. &. O. S. B. Belie and has made seven generally sets to East or S.E.; on the position of the abir and junks. The On the part of the defendant it was urged of Police and Lighting Eates, on the pro- antiquated guns, and would lare bedly in

between Kellet's island and Kowloon point, then was going to pass 50 yards off the Assessors entirely concer in this finding. Soldence in this suit clearly established the Crown lessed's rent of £450 per beading towards the Meance. Bid not see buoy. He had gone too far South on that (4). That the City of Peking was that the case of cigarettes was not properly annum under the Appellant's lease in any change in her course, but, as he says, that occasion. The rest of the evidence of never on the course marked out by he was too far off to observe closely. He saw this witness is as to suppository cases. No the captain of the ship, but that from this that the case was not delivered here in arrangement between the parties is paid appeared for the relaintiffs; and Mr J. J. | ne was too far of to observe closely. The saw the City of Peking of the ships collide. He saw the City of Peking of the months of the ships collide. He saw the City of Peking of the months of the ships collide. He saw the City of Peking of the months of the ships collide. He saw the City of Peking of the months of the ships collide. He saw the City of Peking of the months of the ships collide.

sequent paragraphs of the answer of the ing her slightly on his starboard bow. He 17-20ths of a knot an hour. It was, high did not recollect how close he passed to the tide at 9.21 a.m. A vessel at the Eastern As the City of Peking was being brought Meence. As he came up he noticed a junk French buoy, where the Saghalien was, round on her course to pass through the with all sails set and he marked on a chart would be in all the currents he had menfairway half way between the steamship the place from which he first saw tioned. The witness further stated that Saghalien and the said last mentioned the jank (B.) He also marked (A), the eddy from the point of Kowloon would point, a large junk, with all sails set was the position of junks, and he marked C as have no effect on a ship at a distance of 50 Mr Johnson, of Messrs Sharp, Johnson and seen apparently standing across the fairway the point at which he was whom he saw feet. The second Captain of the Sughalien, between the Saghalien and the Kowloon that the junks were at anchor, and says he Mr Isward, states that he was on deck at 2 shore, heading towards the Kowloon shore, was about a ship's length from them when p.m. on the 25th Nevember, and that his and the Chinese, and on Joseph and State of exchange in such a case, I am of the said junk and there were two junks after the collision. Chinese, and on Joseph and there were two junks after the collision. Chinese, and on Joseph and there were two junks after the collision. close under the stern of the said Junk and between her and the Taghalien, and the He says lie has come into the Harbour 40 Peking coming directly upon us. He saw the plaintiff of a case of 5,000 cigarettes out even making application for delivery opinion that in so far as the valuer has based times and 7 times to the present buoy and her at a distance of 25 to 3 lengths of his and for the return of freight paid to the He did not enquire for his cargo until the his valuation upon the Orown lesses's rental he never experienced such a current before. own ship. She had not passed the Hospital Company in anticipation of the delivery of period of seven days within which delivery it has not been shown or at any rate I am He has noticed a strong current at the end ship. She was coming nearly perpendi- the cigarettes. The plaintiff claims \$204.34 is generally taken had chapsed, and I not satisfied that he has erred in converting

> were uncertain at the buoy, but he did not The witness says the City of Peking was not when, the plaintiff instructed his London Walls, chief officer, said he was on the star- her 400 or 500 feet from the Sagahalien's | cigarettes, and he tells us that his agents | board side looking after the anchor and it bows, and her head was not turned round purchased them of Mesars Cahn and Stern of the order was given. He saw the junks said he did not think of slacking out chain | Constantinople to Hongkong via Port Said, when they rounded to go to the buoy. The because the current was almost dead, and that there being no through line of and he could see nearly all her starboard. he found the mooring chain not drawn kong, they would require to be transhipped at towards the M. M. steamer When he place a sail over the hole he had to get into of his case of eigerettes until a letter dated when their head was slewed off 11 lengths lien, was on board the ship, and heard a Royal, Agent, who it is admitted is the self, whether intentionally or not, that a or test, wrongly assessed the gross annual The chief engineer says he slowed down City of Peking, and that there was no ed by George Royal, agent.

a surp at such of the defendants was Capt. Win. with the P.M. Co. a buoy. This witness observations he made. The Captain and dants negligence after the strival of the Dispensary, against the valuation placed by ardered a fairly effective speed. Unfor-Walker, who commands the says the cob tide on South side of channel chief officer also differ considerably as to case in Hongkong that it was not delivered. Mr A. Selton Hooper, Government Valuator | tunately, the first four are armed with

the P. M. S. S. O. o's City of Peking. The toe orm; went run speed anead, was over 100 years. In the Harbour Department for 11 years. Whether there was no in the line of direction of the in the Harbour Department for 11 years. Whether there was no in the line of direction of the in the Harbour Department for 11 years. Whether there was no in the line of direction of th Sughalien is about 4,000 tons burden and ou test from the time the circumstances of weather &c. in the which would prevout the rule from applying? self in evidence, to get from the tenants of the circumstances of weather &c. in the which would prevout the rule from applying? self in evidence, to get from the tenants of the circumstances of weather &c. in the which would prevout the rule from applying? self in evidence, to get from the tenants of the circumstances of weather &c. in the which would prevout the rule from applying? self in evidence, to get from the tenants of the circumstances of weather &c. in the which would prevout the rule from applying? 400 feet long, and the Cuy of reking is orms, and going run speed anead was the rias protect sings and the tides the Docks. He says he has a good know- City of Peking not having a second anchor I think not. It is true Mr Parfit might or the sublessees somewhere about \$2800 best thing to do. I have found the tides the Docks. He says he has a good know- City of Peking not having a second anchor I think not. It is true Mr Parfit might or the sublessees somewhere about \$2800 best thing to do. I have found the tides the Docks. He says he has a good know- City of Peking not having a second anchor I think not. It is true Mr Parfit might or the sublessees somewhere about \$2800 best thing to do. I have found the tides the Docks. 5.042 tons and 425 feet long. The collision | uest thing to do. I have round the there have examined the master's billof lading and per annum, that was not a fair value, occurred in the harbour of Hongkong about irregular in that vicinity; knows what tides ledge of the tides | ledg occurred in the harbour of Hongkong about arregular in that vicinity; knows what tides reage of the ship's manifest when he found this case because he surmised (it amounted to 2.20 p.m. on the 29th November, 1886. he should meet, but uses his judgment as of the ebb tide. From Cosmopolitan docks was a want of care in not his manifest when he found this case because he surmised (it amounted to 2.20 p.m. on the 29th November, 1886. he should meet, but uses his judgment as of the eco tide. I to the way the ships are swung. On re- a tide runs down west side of Kowloon anchor ready, because that if a second marked G. Royal Port Said, but if he had nothing more than a surmise) that rooms in to the way the ships are swung. On re- a tide runs down west side of Kowloon anchor ready, because that if a second marked G. Royal Port Said, but if he had nothing more than a surmise) that rooms in Both vessels are employed in the convey- to the way the snips are swung. On re- a time of months down anchor had been ready and let go the ship's done so what would there have been in the tenement might be vacant for a month ance of mails, the City of Peling arriving examination, witness said that he did not about S.S.E. The tide running down anchor had been ready and let go the ship's done so what would there have been in the tenement might be vacant for a month. ance of mails, the City of Peling arriving examination, withess said that he did not been checked in time to them or in the bill of lading or the manifor a country of way would have been checked in time to them or in the bill of lading or the manifor a country of way would have been checked in time to them or in the bill of lading or the manifor a country of way would have been checked in time to them or in the bill of lading or the manifor a would have been checked in time to them or in the bill of lading or the maniform way would have been checked in time to them or in the bill of lading or the maniform way would have been checked in time to them or in the bill of lading or the maniform way would have been checked in time to them or in the bill of lading or the maniform way would have been checked in time to them. I should way would have been checked in time to them or in the bill of lading or the maniform way would have been checked in time to them. I should way would have been checked in time to them or in the bill of lading or the maniform way would have been checked in time to the way would have been checked in time to with the American man, and the Sa hatten know new far the snips need went on. The pownoun is of variable strength. I also put a question fest to have connected the case with Mr of the respondent it was stated that two wind was about 3 on that day. Henry call a one-knot tide there a strong one, prevent the collision. I also put a question fest to have connected the case with Mr of the respondent it was stated that two wind was about 3 on that day. Henry call a one-knot tide there a strong one, prevent the collision. I also put a question fest to have connected the case with Mr of the respondent it was stated that two call a one-knot tide there a strong one, prevent the collision. The wear of the City of This witness detailed experiments made to them suggested by the learned counsel. The wear of the City of This witness detailed experiments made to them suggested by the learned counsel. The wear of the City of This witness detailed experiments made to them suggested by the learned counsel. The wear of the City of This witness detailed experiments made to them suggested by the learned counsel. Europe with the Brench mails. The west only pearword, the master of the value of the tide for the defence, and they advise the then made any application for delivery. I arrived at by looking at these two tests:

ther was fine, wind easterly, force Peking, states that he was going from four by him on the 11th May, when the control of the defence, and they advise the then made any application for delivery. I arrived at by looking at these two tests: ther was fine, wind easterly, torce resing, states that he was going from four of the same as on the 29th was want of ordinary care and scamanship therefore come to the conclusion that The first test was the Crown lessee's rent. was lying at her recognised moorings, head- 700 feet from the Saghalien and having two November. At 12 o'clock the ebb was less was lying at ner recognised moorings, nead- of the form the bank's current rates for last ing about N.E. by N., and the City of Pek- junks, with sails up, at anchor on his star. than to a knot. At 2 p.m. it was calm, was given to reverse full speed, but instead the Company. There was certainly no and Shanghai Bank's current rates for last. ing about N.E. by N., and the City of rek- junes, with sails up, as another on his start than \$ a know At a p.m. it. was carrily begingence, gross negligence as the plain- year, which would give an annual rental of ling was coming up the harbour from the board bow, a tide suddenly struck the City and the Djemnah at the French busy of doing so there was an important interval negligence, gross negligence as the plain- year, which would give an annual rental of ling was coming up the harbour from the board bow, a tide suddenly struck the City and the Djemnah at the French busy of doing so there was an important interval negligence, gross negligence as the plain- year, which would give an annual rental of ling was coming up the harbour from the board bow, a tide suddenly struck the City and the Djemnah at the French busy of doing so there was an important interval negligence, gross negligence as the plain- year, which would give an annual rental of ling was coming up the harbour from the board bow, a tide suddenly struck the City and the Djemnah at the French busy of doing so there was an important interval negligence, gross negligence as the plain- year, which would give an annual rental of ling was coming up the harbour from the board bow, a tide suddenly struck the City and the Djemnah at the French busy of doing so there was an important interval negligence. the was coming up the margonic room the coard bow, a mass an annual rental of the chief tiff's solicitor called it, as contended by the upwards of \$2,800, and it being the gross headed west. Anything over 13 knots lost, whilst Wright went to the chief tiff's solicitor called it, as contended by the upwards of \$2,800, and it being the gross headed west. Anything over 13 knots lost, whilst went to the chief tiff's solicitor called it, as contended by the upwards of \$2,800, and it being the gross headed west. Anything over 13 knots lost, whilst went to the chief tiff's solicitor called it, as contended by the upwards of \$2,800, and it being the gross headed west.

lien, and plead that those on board the about 150 feet from her bow. He states depended upon at any time as to the tide, the City of Pekin. City of Peking could not by ordinary care that he had an anchor ready to let go, and They lie all ways. He took the tides rate or seamanship have avoided the collision as it was calm the chain of the other had by a long line at 12.40 p.m. 24th May. —in other words, that the collision was due been unshackled to make fast to the buoy. One cable East of the Saghalien buoy the to inevitable accident. The 5th and sub. He shaped his course for the Meenee, keep- tide was going 81 feet in one minute, i.e. anow ner, the carry of the junk. On a nearer approach it or beginning of the tide, but never in the calarly to them, and he watched her all for the junk. On a nearer approach it or beginning of the tide, but never in the calarly to them, and he watched her all for the junk.

ship's head swung off. The Third Engineer as she passed the Meanee: She never

orders. William Wright, the Third Officer, was moored at the middle buoy of the M. make out a debit note for the freight and was stationed in the pilot house and a quar- M. Co. -lying westward of the Sagahlier's. Bend it in for collection. The freight is paid. ter master was at the wheel. He says: His evidence is that he saw the Sugahlien's on the 16th March without suquiry by the 'After passing the Point (Kowloon) we masts in a line over the Fagahlien's broadwere standing towards the Meaner, keeping side. This witness says the current was his goods or not and indeed no applicaher on our starboard bow * * * We not strong. He know that from looking at tion is made for delivery until two or were heading nearly up for the stern of the the water. He said the City of Peking had three days later, taking the plain-Our head began to pay off when gone out of her course. The learned countriff's avidence to be correct. In the meanwe were between the Point and the M. M. sel for the City of Pekning put the case fairly time, i. c., between the arrival of steamer. Our head had not swung a 1 of a when he said the defence resis on an allega. Peshawur and payment of freight, what I was watching her head. Porting seemed passing at a safe distance, when she was fitt, the clerk in the P. & O. office, whose the bill of lading being binding on the casionally in Hong Kong and Singapore, to have no effect. After the order was caught by a sudden and unexpected current duty it is to look after the cargo and giver of it. We have not the reports and the colonists can see that their guits are given to reverse witness was sent to Chief and an accident was the immediate and shipping business, is drawn by the Pier from which the note of that case is taken, breech loading and that the lines of these Engineer to tell him to reverse as hard as necessary consequence. Was the City of master to a case with these marks only on it, and therefore the actual facts are not before ships indicate speed. These are potential he could. After he returned to the Pilot Peking in a strong tidal current and swept | G. Royal, Port Said this case had been | the Court | nor does it appear from the enemies, for whom it behoves us to provide House, the angher was let go. Struck almost suddenly and swiftly to port, and was she landed ex Peshauter together with the other remarks in Leggett whether the marks were before the piping times of peace have at right angles, but he thinks the smallest passing where the captain of the City of Hongkong cargo, and it is now admitted linearted in the body of the bill of lading or angle was between the two sterns. Cosar Peking says she was? The evidence of the that there is no doubt that this was the in the margin. The same case is referred Christian, the quartermaster at the wheel, P. and O. Captains and Capain Walker plaintiff's case of cignrettes. Mr Parfitt to in a note to Carver on Carriers at page states. We were heading to pass close shows that there are tidal corrents about comes to the correlator that this is a case 78, where he says the case is said to be risk of collision everything that skill and under the stern of the Belgic. This course Kowloon point, and that they are well known which has miscarried its desination and governed on the authority of Howard to would take us half way between the M. M. to them, and Captain Walker on one occas gives orders for its reshipment on board. Thoker (UB. and Ad. 712). It is clear or lessen the force thereof was done by buoy and the land. Noticed a junk with sion felt the effect of a current so that he force thereof was done by sails up. She was nearer to the M. M. had to steam full speed so as to avoid a col. steamers which left Hongkong on the body of the bill of lading, although Leggett

of Peking it is alleged that the tide was never moved. The helm was put hard a buoy but says he had passed too far to the within seven days of the arrival of a P. & ebbing with very great force, about 4 or 5 part. In cross-examination, witness said south. Captain Seymour knows of all the O. atomor. Under these circumstances it no freight has been earned and there must knots an hour, whilst the preliminary act he knew there was a current, the effect of currents, and never had an accident. Mr. was argued on behalf of the plaintiff :-- (1) of the plaintiffs states that it was running which was to drive a ship's head to porte Speechly has had a long experience of the That the defendant was stopped by the The first Assistant Engineer was working tides and never knew of any current exceed. letter of the Stat January and the bill of the engines. He got an order to slow at ing 14 knots except after the typhoon in lading from denying that the oast of 2.16, and obeyed it at once. The angines 1874. There is a considerable discrepancy cigarettes was marked as described in the the onus lay on the defendants to die worked perfectly. The order to stop was between the evidence of Captain Dearborn, bill of lading. (2) That it was the duty of charge thomselves' from the liability which at 2.25. Unptain Seymour, of the P. & O. | the Chief Officer and the third officer as to | the Company's agent at Port Said, the case

to see the country of the seed of the book assessed of our large shipping interest in the Far try-sail; nothing but the roping but the roping lott about last October or November. The try-sail; nothing our the roping lett. about last occupance or november in the fore-top must backstays carried away. steamship Oxus was at the buoy. It was and runs with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from W.S. W.; but for a vessel with the land from W.S. W.; but for a vessel with the land from W.S. W.; but for a vessel with the land from W.S. W.; but for a vessel with the land from the land fro Jackstays drawn out of the yards, and seed our eyes to the folly of believing minning gear more or less carried away &c. to W. N. W. Was steering between the Kowloon, sometimes extending past the less on her starburd side, the appears to me that the present case by section 13 of the ordinance and having opened our eyes to the folly of believing Organical formula of the point, going about 5 knots; Point, and running into the other tide past vessel's head must have been N.W. by W. the meant to pass the Ques about 70 to 100 feet the French buoy. To a ship coming in, or one point only to the left of the course Bath, and indeed is somewhat stronger, of the ground of his appeal to the value alone suffice to ensure our safety on the sea,

meant to pass the extra root to the reach burst and before the City of Peking was said by the obb-tide when she is abreast of the Point and before the City of Peking was said by the obb-tide when she is abreast of the Point and before the City of Peking was said by the obb-tide when she is abreast of the Point and before the City of Peking was said by the obb-tide when she is abreast of the Point and before the City of Peking was said by the obb-tide when she is abreast of the Point and before the City of Peking was said by the obb-tide when she is abreast of the Point and before the City of Peking was said by the obb-tide when she is abreast of the Point and before the City of Peking was said by the obb-tide when she is abreast of the Point and before the City of Peking was said by the obb-tide when she is abreast of the Point and before the City of Peking was said by the obb-tide when she is abreast of the Point and before the City of Peking was said by the obb-tide when she is abreast of the Point and before the City of Peking was said by the obb-tide when she is abreast of the Point and before the City of Peking was said by the obb-tide when she is abreast of the Point and before the City of Peking was said by the obb-tide when she is abreast of the Point and before the City of Peking was said by the obb-tide when she is abreast of the City of Peking was said by the obb-tide when she is abreast of the City of Peking was said by the obb-tide when she is abreast of the City of Peking was said by the obb-tide when she is abreast of the City of Peking was said by the obb-tide when she is abreast of the City of Peking was said by the captain by the obb-tide when she is abreast of the City of Peking was said by the obb-tide when she is abreast of the City of Peking was said by the captain by the obb-tide when she is abreast of the City of Peking was said by the captain by the obb-tide when she is abreast of the City of Peking was said by the captain by the captain by the captain by the city of Peking was said by on His nead was caught by the opposite when she is acrease of the rent and opposite that valuation. The grounds of he could take and sink the best foreign running out from the point to the south passing between the roll and the bow, After carefully considering the marked cargo, and unless the interpre- his appeal are more precisely set forth in ships after. The authorities of Greenwich ward, and he had to go full speed ahead to she ought to feel the Kowleon tide. It her bow, After carefully considering the marked cargo, and unless the interpre- his appeal are more precisely set forth in ships after. The authorities of Greenwich ward, and he had to go tull speed ahead to she oughwere took adopted for that useful clear her. His head was swung off by the would be felt strongly on the star- evidence and discussing it with the nautical tation of the bill of lading was in acclear ner. This nead was swing on by the would be rest strongly on the strongly of the conclusion. I have said, not only which is identical in terms with the notice institution the motto. Tam Minerya quantities. His sihp was not at any time out of board bow, stronger than in any other assessors. I have come to the conclusion. not at any time out of court of the harbour. On one occasion he (1.) That the City of Peking was not pro-not caught aim as should have answered her with altogether. There are besides many combent on the appellant to show that his muzzle-loaders in old-fashioned lumbering of at least. He then spe ks of the ebb himself drifting on to the French mail going faster she would have answered her with altogether. There are besides many combent on the appellant to show that his muzzle-loaders in old-fashioned lumbering on he least the sile of the species of the end of the species of the end of the species of the end current on 12th May. Scarcely any current outoy. In cross-exhaustion, this witness ment is erroneously valued beyond its lines of lading vonly evidence of the contract full and fair annual rental, and this I have [The Champion and Cleopatra are at once full and fair annual rental, and this I have a line of lading vonly evidence of the contract full and fair annual rental, and this I have a line of lading vonly evidence of the contract full and fair annual rental, and this I have a line of lading vonly evidence of the contract full and fair annual rental, and this I have a line of lading vonly evidence of the contract full and fair annual rental, and this I have a line of lading vonly evidence of the contract full and fair annual rental, and this I have a line of lading vonly evidence of the contract full and fair annual rental, and this I have a line of lading vonly evidence of the contract full and fair annual rental, and this I have a line of lading vonly evidence of the contract full and fair annual rental, and this I have a line of lading vonly evidence of the contract full and fair annual rental, and this I have a line of lading vonly evidence of the contract full and fair annual rental, and this I have a line of lading vonly evidence of the contract full and fair annual rental, and this I have a line of lading vonly evidence of the contract full and fair annual rental, and this I have a line of lading vonly evidence of the contract full and fair annual rental lading vonly evidence of the contract full and fair annual rental lading vonly evidence of the contract full and fair annual rental lading vonly evidence of the contract full and fair annual rental lading vonly evidence of the contract full and fair annual rental lading vonly evidence of the contract full and fair annual rental lading vonly evidence of the contract full and fair annual rental lading vonly evidence of the contract full and fair annual rental lading vonly evidence of the contract full and fair annual rental lading vonly evidence of the per 30 or 45 minutes. This was at his own were well known to all Captains coming in- That the defendants have failed to show between the shippers and ship-owner, i.e. come clearly to the conclusion he has per 30 or 40 minutes. This was at his own were well known to an onputing and that evidence will be failed in doing. As I understood the both of which are superior in speed, and ship, 3,000 yards he says from the to harbour brough the Lye-ce-moon Pass, that the City of Peking was caught by an of the bill of lading, and that evidence will be failed in doing. As I understood the both of which are superior in speed, and ship, about yards he says from the to narrour enrugh the Lya-common rates, mine and congress to show that appellant's arguments, which were two-carry modern guns. With this improvement which took admitted by the ship-owner to show that appellant's arguments, which were two-carry modern guns. With this improvement M. M. buoy. It does not appear how he who moor or are at the nowicon side. They unusual and strong statements therein are not correct, either fold, they were these :—First: That we shall probably have to remain satisfied statements therein are not correct, either fold, they were these :—First: That we shall probably have to remain satisfied statements therein are not correct, either fold, they were these :—First: That we shall probably have to remain satisfied statements. This made allowance for these difficulties. He control of the ship and was the immediate.

IN SUMMARY JURISDICTION. (Before His Honour Mr .1. J. Leuch. Acting Puisne Judge.) June 10, 1883.

W. G. HUMPHREYS v. E. L. WOODIN, -\$211.83. Judgment was given in this action to-day. Mr Wilkinson, of Messrs Caldwell and Wilkinson, appeared for the plaintiff, and

His Lordship said :-In this suit the defendant is sued as the agent in Hongkong of the Peninsular and there). The plaintiff was not bound to of evidence as to what would be the promiddle. He states that as he rounded up the time. She never changed her course being the price he has actually paid for them with sails set, and that they were unchored from the Meance, the Saghalien was head- and when about 50 or 60 metres from he and \$9.49 for freight and primage, making ing towards Kowloon Point. The ships he let go his anchor, but he ran into together a total of \$211.81. The material were swinging to the tide. In cross-exam- us. This witness says that the anchor was facts of the case appear to be as follows:ination, the Captain said he knew the tides not ready as he saw people working at it. Some months ago, it is immaterial exactly know that they were so at the point. Mr steering a course which would have taken agents to procure for him a case of 5,000 was ready to let go, and was let go when suddenly. In cross-examination the witness Constantinople, who would ship them from M. M. steamer was heading to the Point, When he went forward after the collision steamers from Constantinople to Hong-He noticed the Cary of Peking was heading | taut, also when he sent the carpenter to | Port Said. The plaintiff receives no tidings noticed this they were 90 feet from the the water and he easily kept himself here. the 31st Jan. 1887 is received by the plain. junks, and their head went off 2 or 3 points, Elienne Delmas, Lientenant of the Sagha- tiff from Port Said signed: George from the M. M. ship. In cross-examina gun fire from the City of Peking as she came P. & O. agent at that port. Together reasonable person would infer that a certain rental of the tenement. He says he has tion, he stated that he know, there was a into the harbour, but had not passed the with the letter and inclosed in it is the state of things exists, and acts on that in- applied both tests, and so far as I can judge regular eddy round the Point. He knew point. He saw her again before she came Bill of Lading which has been put in ference, he shall be afterwards estopped from the facts before me, he has rightly a strong current runs South at that Point, to the Meanes. She was steering per-evidence and is as follows. From from denying it. (See Lord—then Baron—assessed this tenement: I will also grant The witness said: 'I daresay two anchors pendicularly to their ship. He saw her that Bill of Lading it will be seen that would have held here; there was only one drop anchor. The witness says it took 15 the case of cigarettes is shipped by Messrs stone and Norman, p. 556.) The plaintiff available. We collided at right angles, to 2 minutes to unbook the anchor of the Cahn and Stern, and that it is sign- has not acted on the inference he might at 2.16. From the order to slow to current at their ship. He knew it because body of the bill of lading the case full speed astern was about 4 minutes. after the collision two men got into a sam- is referred to as being 'marked and num-The order to slow would reduce the speed pan, and the tide did not carry them away. bered as per margin, and in the margin | the doctrine of estoppel is a special defence, to 4 knots. The Second Officer states that Afterwards they let go from their moorings the mark is 'ROT' and the number and where there are pleadings required to he was forward with the Chief Officer. and did not drift. In cross-examination 1044. The letter and bill of lading were They were steering for the Belgic's storn. the witness stated that he was officer of recived, I have no doubt, on or about the He saw two junks right in their course to the watch that day, and marked the 8th March last when the Peshaunir arrived the buoy. The junks were not quite half positions of the Saghalien, the Hospital in Hongkong. Shortly after the arrival of way between the M. M. steamer and the ship and City of Peking, shewing the the Peshauur and probably between the Point. He did not know how much the City of Peking coming at them, right angles 11th and 15th March, the Company, acwas on duty near the Captain and com- changed her course. Captain Paul of the certained either from the master's bill of municated orders to the engine room and Tanais who runs between Hongkong and lading or from the manifest, that a case knew they were obeyed. He detailed the Japan-was on board his ship which of eignrettes had arrived for the plaintiff,

When close to the junks the ship com. from the buoy; and Captain Mudie also evidence before me that it is usual his main contention viz. the \$202.34 but manced to sheer to port. The helm was experienced the effect of a current near the for cargo owners to apply for their cargo

and order defendant to repay \$9.49. No order was made as to costs. aroso from the last that the ships head to have that it was properly maked and (3) That are into collision with and damaged owrests and tides and his experience of the ships head to have that it was by reason of the defen.

The first witness

rigging many, and let the maste go over coming in from the east, and from the east, and from the sale, to save the ship and our lives of the ships headed for his buoy, which is heading N, whilst nearer Hongkong they outland our lives of the ships headed for his buoy, which is heading N, whilst nearer Hongkong they outland our lives. the less fide of the ship was constantly on the northern side of the northern fair. would be heading N.N.W. to N.W. The appear of the ship was constantly on the northern side of the northern fair. under water, and in a rather dangerous way. He steered he said ordinarily about ebb tide current seems to run from the never lost sight of her, and says she never first contention Mr Wilkinson cited Leggett valuation. position. Fortunately, during the whole of 1,000 feet from the M. M. buoy and from West Point of Kowloon towards the South changed her course. Lieut Delmas cor. In Bills of Lading, p. 42, and the passage of Mr. A. B. Johnson, Crown Solicitor, torpedate. The Alconty, a smaller vessel, weather sen; but rode the sterm nobly and channel. He does not go closer to Kow- the current varies at different times of the watch, and saw the steamer more easily than Shipping Vol. I. p. 198, which contains . His Lordship sold.—This is an ap- modern armament. Lastly, we have the went, Lord, typecon moderated into a neavy toon, because care is as untrue and a strong name 1885, section 13. against the value that can be said of her is that she is abrong S.W. gale, that we could put up with, the point, and you never know what it is moon. There is also a superficial current. masts in line from his ship. S. W. gam, that we could put up with, the point, and you never know what it is moon takes a topicon. During the 26 years ex doing, and to get to your buoy you have to The eddy to about a cables longth off S.W. evidence from the City of Peling is that Apart from any authority I should say there tion made by the Government valuer defendively. Her low rate of speed, cleven perionics, I have had at sea I have been in get as far south as possible. He says the point renders it unadvisable to bring the can be attached to in respect of the Appullant's tenement knots, is a fatal objection, and she also periones, I have not at sea I have been in get as lar south as possion; and she says the point, renders the pression marked and numbered as known as Nos. 38 and 40 Queen's Road, carries obsolete guns, with the exception typhoons, hurricanes, cyclones, &c., but abb-tide seems to set out along the land a large ship near it. This witness went sudden swinging was after they had the expression marked and numbered as known as Nos. 38 and 40 Queen's Road, carries obsolete guns, with the exception typnoons, auricanes, cyclones, acc, out eve-time seems to so our might breech loading guns.

never encountered one, to blow with such from N. to S., but it is not regular. It sets on to show that there were strong currents passed the Meaner and at a considerable per margin or such words as weights and on the ground that such tenement is valued of a few four-inch breech loading guns. never encountered one, to now with such the state of the such that the such t violence as this last typhoon. After the gawn the west side of Lowoon and government of the only ship we possess out here capable gale moderated a bit, so that we could look on the point. It sats out according to never had any accident. W. D. Middle, It is admitted on all hands that the angle bill of lading does not wish to bind him. Under section 6 of the Ordinance the valuers is the only ship we possess out here capable. gale inchestated a die, so that we could look on the point. It sais our according to a self, he says I will not guarantee how the are to cause every tenement to be separated of meeting the Viadimir Monomach, but as about a right angle. When self, he says I will not guarantee how the are to cause every tenement to be separated of meeting the Viadimir Monomach, but as about a right angle. When self, he says I will not guarantee how the are to cause every tenement to be separated of meeting the Viadimir Monomach, but as around will safety, we tound that our now- his experience were clear or the points and main-lower-topsil-yard were If extends, to his experience on one spring: part of our starboard bulwarks wash- occasion, as far as the M. M. buoy. sprung part or our stardoard curvates wasn- occasion, as far as the m. m. puoy. moore instructions, the re- such tenement may reasonably be expected decline or accept a conflict. This represed away, all head sails gone, fore upper, and On that occasion it sent him down within P. M. Co.'s buoy, on a line North of the land to the ed away, all nead sails gone, lete upper, and | Un that occasion it sent nim down within the defence solver topsails, main-lower-topsail, main- about 20 feet of the buoy. This was Fairway. He says that there are two N.E. by N. Now if the City of Peking had sults of my instructions you will find in the to- let for the ensuing year. The sents the total force told off for the defenced

conduct of the defendant? Usually the paid for to the government, such payment payment of freight and the delivery of shall be made in dollars at the rate of 4/2 goods are concurrent acts, that is to say, to each dollars. The Municipal Rates Ordthe consiguee has no right to his cargo un- inance 1885 makes no provision for pay-

this suit would never have arisen. I think conduct of the parties too far. It is or probably he may have one or two or even not shown that the plaintiff acted on more rooms vacant during some portion the faith of the payment of the freight, of the year, I am clearly of opinion

fendant in accepting the freight, and therefore the rule does not apply. Moreover defence has been given in accordance with the 25th Section of the Supreme Court Summary Jurisdiction Ordinance 1873. have not overlooked the plaintiff's argument that the P. & O. agent at Port Said was bound himself to see that the Plaintiff's case was properly marked but I do not think that such a daty would arise unless the necessity for it arose and there is no evidence before me of such necessity. Indeed the evidence of Mr Woodin goes to show that unless special instructions are duty of the ship owner to see to the marks v. Wooldott 1 Hilton 223 and Parsons D. 228 note 1) Nor again have I overlooked

the case gited in Largett at p. 110 where it is to be found. Formidable looking French stated with reference to the contents of and Russian cruisers show themselves ocbeen delivered and is not ready for delivery

APPEAL AGAINST GOVERNMENT VALUATOR'S ASSESSMENT OF PROPERTY.

witness are the City of Peking coming in had only once difficulty with the buoy, and and necessary cause of the collision. The long the valuer had proceeded upon for some time.] well down to the south. In cross-examina- City of Peking as to the state of the tides a course which brought him on the Port Said. Leggett on Bill of Lading at p. ascertaining that amount in Hongkong well down to the south. In cross-examination of the state took him near the Oxus was a but on behalf of the Saghalien, John the collision was due to the default of the gives the rule for such case. As to of 4/2 which would make the annual rental This is a cause of damage for collision work min near the owner of the steamship strong current between 3 or 4 knots Speechly was examined. He is a Hong-City of Peking, by keeping too far to the exceptions in Bill of Lading, the case \$2160 only, instead of \$2800. Secondly: instituted by the owners of the steamship strong current netween o or 4 knots opecany was examined. The owners of cargo, against more or less; was 40 or 50 feet from this kong and Canton pilotand has known the harmony and the owners of cargo, against more or less; was 40 or 50 feet from this kong and Canton pilotand has known the harmony and the owners of cargo, against more or less; was 40 or 50 feet from this kong and Canton pilotand has known the harmony and the owners of cargo, against more or less; was 40 or 50 feet from this kong and Canton pilotand has known the harmony and the owners of cargo, against more or less; was 40 or 50 feet from this kong and Canton pilotand has known the harmony and the owners of cargo, against more or less; was 40 or 50 feet from this kong and Canton pilotand has known the harmony and the owners of cargo, against more or less; was 40 or 50 feet from this known the harmony and the owners of cargo, against more or less; was 40 or 50 feet from this known the harmony and the owners of cargo, against more or less; was 40 or 50 feet from this known the harmony and the owners of cargo, against more or less; was 40 or 50 feet from this known the harmony and the owners of cargo, against more or less; was 40 or 50 feet from this known the harmony and the owners of cargo, against more or less; was 40 or 50 feet from this known the harmony and the owners of cargo, against more or less; was 40 or 50 feet from this known the harmony and the owners of cargo, against more or less; was 40 or 50 feet from this known the harmony and the owners of cargo, against more or less; was 40 or 50 feet from this known the harmony and the owners of cargo, against more or less; was 40 or 50 feet from the harmony and the owners of cargo, against more or less; was 40 or 50 feet from the harmony and the owners of cargo, against more or less than the harmony and the owners of cargo, against more or less than the harmony and the less than the harmony and the less than the harmony and the less than the harmony a Saghatian and the owners of cargo, against more or less; was so or so less; was so or so less; was so or bour for 185 years. He was boarding officer current. I have asked the Assessors 235 is cited. Now, was there any fault the tenement, and that although the appelance of the Oxin; went full speed ahead, was 50 or bour for 185 years. He was boarding officer current. I have asked the Oxin; went full speed ahead, was 50 or bour for 185 years.

east with the intention of going to nor buoy, or recture on the startour down and swung meaded west. Anything down the evidence which was annual rental to which the valuer had to which lay about 4,000 feet N.W. from the her off about 6 points. The helm was put I should call a very strong current for engineer and came back, before letting go plaintiff. Upon the evidence which was annual rental to which the valuer had to which lay about 4,000 test N. w. from the ner of accurate points. The neim was put I should can a very strong current for the anchor. In the result I find the colli
Saghalien's buoy. The distance from the hard-a-port, the engines were stopped and this Harbor. Has never known it the anchor. The distance from the hard-a-port, the engines were stopped and this Harbor. Saghation's buoy. The astance from the nara-a-port, the engines were stopped and the starboard anchor more under ordinary circumstances. They sion to be due to the fault of question, which was not expressly argued that to add thereto the amount of repairs latter buoy and the nearest point of land is reversed full speed and the starboard anchor more under ordinary circumstances. They latter buoy and the nearest point of land is reversed by and insurance which the appellant admits about 2.000 feet in a north-easterly directions did not run strongest at the French Mail buoys. Peking, and I direct the usual reference to before me, but upon which I have to add insurance which the appellant admits about 2.000 feet in a north-easterly directions did not run strongest at the French Mail buoys. about 2.000 feet in a norm-easterny direct was let go; out these precautions did not run strongest at the Present and Merchants, and also digate. I allude to the payment by the plain- he has to pay himself. The second test tion. The owners of the City of Peking's stern from in cross-examination the witness said the last of the City of Peking's stern from in cross-examination the witness said the last of the City of Peking's stern from in cross-examination the witness said the last of the City of Peking's stern from in cross-examination the witness said the last of the City of Peking's stern from in cross-examination the witness said the last of the City of Peking's stern from in cross-examination the witness said the last of the City of Peking's stern from in cross-examination the witness said the last of the City of Peking's stern from in cross-examination the witness said the last of the City of Peking's stern from in cross-examination the witness said the last of the City of Peking's stern from in cross-examination the witness said the last of the City of Peking's stern from in cross-examination the witness said the last of the City of Peking's stern from last of the City of Peking's tion. The owners of the City of Peking prevent the City of Peking prevent the City of Peking prevent the City of the Saghatien gunboats at the West of Kowloon cannot be direct that the costs of the suit be paid by tiff and the acceptance by the defendant of was the rents received by the appellant from striking the starboard side of the Saghatien gunboats at the West of Kowloon cannot be direct that the costs of the suit be paid by was made, and the question which presents appellant claims to convert the rent he itself to me is this, would the acceptance of pays the Crown lessee is a rate which is the freight stop the defendant from saying fixed by proclamation under Ordinance No. for Canadian Pacific Line between Vanhe had not got the cargo, or, in other 1 of 1864, which in effect provides that couver and Kongkong (subject to change words, would it be an estoppel by the where by ordinance British sterling is to be and individual postponement):-

> til he pays his freight and the ship-owner ment of the rates or of the valuation being or moster of the ship has no right to his made in British sterling, and therefore it is freight until he delivers or is ready to de- clear that Ordinance No. 1 of 1864 does not liver his cargo (see Carver p. 342 and cases apply to the present case; and in the absence from saying he had not got the cargo. The has gone upon it, the appellant has been plaintiff made a mistake in not applying for rated, even apart from the question of rehis goods sooner, if he had done so probably pairs and insurance somewhat below the amount at which he might have been vatoo, it was a mistake on the defendant's lued. As regards the second argument put part to collect his freight before he ascer- forward by the appellant, he admits that he thined that he was ready to deliver, but I gets and reasonably expects to get somedo not think such a mistake should be inter- where about \$2,800 from his tenants or the preted as an estoppol. I think it would be sub-lessees, and as the appollant's evidence carrying a doctrine of estoppel by the and arguments only go to this that possibly

> it is not shown or even pretended that he | that it is not sufficient to justify me in did not apply for delivery on that account. | coming to the conclusion that the valuer, The rule is that if a man se conducts him- in so far as he went upon this second basis the matter in the hands of the Court. This appeal had been made upon such insufficient and slender grounds that if it was dismissed without coats it would rather encourage people to appeal

His Lordship-If you ask for costs you tre certainly entitled to them. Costs were then granted.

THE BRITISH FLEET ON THE CHINA STATION. A correspondent whom the L. & C. Express believes well qualified to speak on the above subject sends that paper these

English colonists in the Far East are

justly concerned about the state of our fleet | Manila... in Chinese waters. It is inadequate, they | Haiphong, 29, 80 91 69 N sont by the shippers in such a case (i.e., a urge, for the protection of British interests Hongkong 29.71 80 87 case of transhipment) it would not be the along such an extensive seaboard. And we Amoy 29.80 84 79 se consider this indictment a just one. We Foochow .. 29.75 88 on cargo (See Leggett p. 254, citing Krender do not wonder at people being alarmed Shanghai. 29.81 74 81 N when they learn for the first time that only Nagasaki. 29.72 on British ships are muzzle-loading guns Wi ostock 29.19 55

on the China Station. Four of these, Midge, Zephyr, Merlin and Cookchafer, are atterly useless for all war purposes. The Midge, indeed, her long been unable to move, and the Zephyr will shortly be in the same condition. The Firebrand and Espoir Those on board the City of Peking | buoy than the land. Would have cleared lision with the Units, but he was endead 15th March, or seven days after the states it to be in the margin. The result are little better. Two years ago, during could not by ordinary care or scamaniship links, and that course was not changed. vouring to pass very close, about 70 feet strival of the Penkinger. There was lot my decision is that the plaintiff fails as to the Russian scare, the crews were removed. as made up of fourteen vessels, good and be a return of it. I therefore, dismiss the bad. As the bottom of the list, then; come the Wanderer, Daring, Swift, and Linnet. The two first ships carry modern guns, but not any one of the four can be relied upon to travel more than eleven knots. The corvette class is represented on the China Station by the Champion, Cleopatra, Constance. Judgment was given in the appeal by Supplier, Heroine and Satellite. These ships

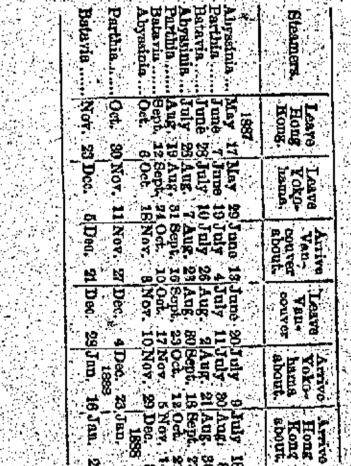
9h., it blew with such force that we round voyages. He described how he North side it sets more to the South, that French Officers of the South, the French Offic on, is now with such force that we round voyages. He described now no should have to cut the steered for the Meaner Hospital-ship on is ships lying at O. & O. buoy or P. & O. they saw the City of Peking before sho not to have been marked as described in the lesses. Mr Hooper had valued the Leander and Atacrity. The first is a rigging away, and let the masts go over coming in from the east, and from the lay buoy would be lying N. & S. with obb tide, passed the masts go over coming in from the east, and from the lay

TRADE STATISTICS OF THE TREATY

Below we publish the statistics of the trade of the treaty ports during the first quarter of 1887, as compared with the corresponding period of the previous year. From the figures it will be seen that the first quarter of 1887 shows the noteworthy increase of Tls. 1,037, 539 over the first quarter in 1886, the increase being chiefly due to: the opium lekin. The tonnage which entered and cleared during the same period shows likewise a considerable increase over the previous year.

Dues and Duties Nawehwang 16.158 196.975 173,540 Kinkiang 85,614 Wuhu 16,075 114,724 356,987 Chinkiang 41,251 117,196 435,741 Shanghai 934,407 1,283,919 1,000,293 1 Ningpo100,016 73,044 Wenchow2,014 1,894 Foochew 76,216 179,518
Tumoni 17,136 43,490
Takow 42,625 86,039 Swatow 163,090 2.7,013 Canton 191,168 282,427 Kiungchow 83,385 28,365 Pakhoi 22,733 84,137 600,819 620,297 G. Total......1,079,283 3,106,872

THE CANADIAN PACIFIC LINE. The following is the proposed Time Table



The date of departure from Hongkonz may be altered to allow the steamers to call at the China Ports and Hiogo, but it is the intention to adhere closely to the sailing dates from Yokohama (eastwards), and Vancouver (westwards).

The above particulars are supplied by Measrs Adamson, Bell, and Co., whose firm represent the line in Hongkong and

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Hongkong Observatory, June 10, 1887.

CHINA COAST METEOROLOGICAL REGISTER.

JUNE 9. -AT 4 P.M. JUNE 10. -- AT 10 A.M.

Hongkong 29.83 84 75 sss 3 0 0.53 Amoy 29.89 81 87 8E 3 Shanghai. 29.83 70 90 N 1 of Nagasaki., 29.82 -- 8W 1 Wlostock. 29.19 54 100 NW 2 07 0.12 The baromoter is rising except in Wladi-

wostock. Gradients for S.W. winds are moderate. The temperature and humidity are high and cloudy weather prevails. W. DOBBROK. Government Astronomer.

Hanglong Observatory, June 9. 1. Barountun ruduoed to al dogreen Pahren-

neit, and to the level of the sea in mohes, tenths and bundredths. 1. Tampanarona, in the shade in degrees Fahrenheit. 3. Houspiry, in percentage of samuation, the humidity of air exterated with moisture being 4. Dissertos or Wiso, to two points. 5. Force of Wign, according to Beaulout

S. STATE OF WALEERS, & blue sky, & detaches clouds, a drianling, rain, flog, s gloomy, hhati, I lightning, o overvest, p passing showers, I squally, y rain, a snow, t thander, o visibility. to dow (vel.

7. Hain, in inches, tenthe and hundredible.

Vessel's Name.

NORTH BRITISH & MERCANTILE

INSURANCE COMPANY. ITHE Undersigned, Agents of the above Company, are authorized to Insure sgainst FIRE at Current Rates.

GILMAN & Co. Hougkong, January 1, 1882.

> LANCASHIRE ÎNSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL, -Two MILLIONS STRULING. THE Undersigned are prepared to grant Policies against the Risk of FIRE on

Buildings or on Goods stored therein, on Vessels in Harbour, at the usual Terms paper, it will not be charged less than 5 and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors

for their decision. If required, protection will be granted on first class Lives up to £1000 on a Single

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton.

Hougkong, January 4, 1867.

Intimations.

The Overland China Mail,

WEEKLY JOURNAL FOR THE HOME MAIL,

TS PUBLISHED to suit the Departure | Post Cards, of each English and French Mail Registration, Steamer for Europe. Formerly the Over- Newspapers, land issue was published fortnightly; but Books, Patterns and 2 cents per 2 oz. as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their perusal, will welcome the change. The Overland China Mail, now a weekly compendium of news from the Far East, contains special Commercial intelliinformation. The various Reports of Courts and Meetings, and all other news, are given

in full as they appear in the Daily issue. The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China 'hands' and others, both at home and in the Far East, who do not take the daily journals. The Overland China Mail will be regularly

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Dr. E. J. FITEL.

OROWN OCTAVO, PP. 1018. Понскова, 1877-1883.

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This Standard Work on the Chinese Language, constructed on the basis of Kanghi's Imperial Dictionary, contains nearly all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modorn, as used all over the Empire, whilst its introductory chapters closed, if the nature of the contents be first serve the purposes of a philological guide exhibited or stated to the Postmaster to the student.

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Hongkong, April 4, 1887.

SUMMER TIME TABLE.

. THE KOWLOON FERRY.

STEAM-LAUNCH MORNING STAR

Runs Datty as a FERRY BOAT between following hours:—This Time Table will take effect from the 15TH APRIL, 1887.

Leaves K'loon. Leaves H.K. Leaves K'loon. Leaves H.K. 6.00 a.m. 7.00 a.m. 6.00 a.m. 7.00 a.m. 10.30 ,, 5.55 ,,

* There will be no Launch on Monday and Friday, on account of coaling. The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

SAILOR'S HOME. NY Cast-off CLOTHING, BOOKS, or

Papers will be thankfully received at the Sailor's Home, West Point. Hongkong, July 25, 1878.

NOW READY.

THE REVENUE OF CHINA. A SERIES OF ARTICLES, Reprinted from 'The China Mail.'

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In the following Statements and Tables \$10, in certain cases, provided :the Rates are given in cents, and are, for Letters per half cause, for Books and conditions of Registration required.

Patterns, per two outces.

case may be, but such papers or packets of Postmaster General of Hongkong immedipapers may be sent at Book Rate. Two stely the less was discovered, the envelope 14 Newspapers must not be folded together as being invariably forwarded with such applione, nor must anything whatever be inserted | cation unless it also is lost. except bonk fide Supplements. Printed 4. That the Postmaster General is satismatter may, however, be enclosed, if the fied that the loss occurred whilst the correswhole be paid at Book Rate. Prices Curpondence was in the custody of the British rent may be paid either as Newspapers or Postal administration in China, that it was

as, though Written by Hand, do not bear nor by the dishonesty or negligence of any the character of an actual or personal correspondence, such as invoices, deeds, copied Hongkong Post Office. music, &c. The charge on them is the same as for books, but, whatever the weight of damage to fragile articles such as portraits, watches, handsomely bound books, &c., which reach neir destination, although in Goods on board Vessels and on Hulls of a packet containing any partially written a broken or deteriorated condition.

The sender of a Registered Article for a Union Country may accompany it with a Return Receipt on paying an extra fee of

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2

Countries of the Postal Union. The Union may be taken to comprise all civilised countries except the Australasian

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10 cents per \ oz. Letters. 3 cents each. 10 cents. 2 cents each. Comm. Papers, There is no charge on redirected corre-

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> S. African Colonies: -Letters, 25; Re- Three Coolies, 1.60 Three Coolies, 2.00 gistration, 10; Newspapers, 5; Books and Two Coolies, ... 1.30 Two Coolies, ... 1.60

LOCAL POSTAGE. General Local Rates for Hongkong. Macao, China, Japan, Siam direct (d), Cochin-China, Tonquin, and the Philippines:-

Letters per $\frac{1}{2}$ oz., 5 cents (e). Post Cards, each, 1 cent. Books and Patterns, per 2 oz., 2 cents. Newspapers and Prices Current, each, 2 cents.

Registration, 5 cents. (d) Via Singapore, 10 cents. (c) Between Hongkong, Cunton, and Macao

Local Delivery.

1. All correspondence posted before 5 p.m. on any week day for addresses in Victoria will be delivered the same day, and generally within two hours, unless the | Three Coolies, 55 cts. | Three Coolies, 0,85 delivery should be retarded by the Contract

2. Invitations, &c. can generally be delivered within Victoria at the private houses of the addressees rather than at places of business, if a wish to that effect be expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business.

3. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., all of the same weight, to addresses in Hongkong, Bangkok, or the Ports of China, may deliver them to the Post Office unstamped, the postage being then charged to the sender's account. Each

atch must consist of at least ten. 4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes Coin, or Jewellery and, where Registration has been neglected, WILL MAKE NO ENQUIRIES into alleged losses of such agreements.

Parcel Post to the United Kingdom. Percels not exceeding 11 fbs. in weight

are received in Hongkong and at British Post Offices in China, for transmission to Peddar's Wharf and Tsim-Tsa-Tsui at the United Kingdom by P. & O. Packet vid Gibraltar. No parcel is sent with the Overland Mail via Brindisi. Parcels therefore arrive in London about eight days later than the Mail. Parcels may be sealed, but any parcel, even though sealed, is liable to be opened for examination.

> Parcels must be posted in Hongkons before 3 p.m. on the day before the departure of the Mail. Those arriving from the Coast, &c., after this hour are kept for the following P. & O. Mail. The Postage is 25 cents per lb., which includes Registration foe, and must be propaid in stamps. No further charge is made in the United Kingdom except for Customs dues. No parcel must be more than 3 feet 6 inches in length, or 6 feet in greatest length Nothing i and girth combined. A receipt is given for agreements. each Parcel.

The sender must fill up a form of Customs Declaration, which can be obtained free at each Post Office. No parcel con be accepted till this is completely and accurately filled. The only articles ordinarily sent from China which are liable to duty are Tea, Tobacco, and Gold and Silver plate. Daugerous or perishable goods, articles likely to injure the Mails, Liquids (unless securely packed) or parcels easily crushed.

auchas band-boxes, are prohibited. No Parcel can be received if its value exceeds \$250. A Parcel may contain a letter to the same address as that of the Parcel itself, or another Parcel to the same address. No other enclosures are allowed. With regard to inward Parcels, addressees are requested to observe that the Parcel

Mail is not opened until the ordinary distribution of letters, &c., is finished. The postage on Parcels at home is 10d per th., the Regulations are generally similar to the above, and the Parcels are sent out vid Gibraltar.

Indemnity for the Loss of a Registered Article. The Post Office is not legally responsible for the safe delivery of Registered correspon-

dence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of 1. That the sender duly observed all the

2. That the letter was securely enclosed Newspapers over four ounces in weight in a reasonably strong envelope. are charged as double, treble, &c., as the | 3. That application was made to the

not caused by any fault on the part of the Commercial Papers signify such papers sender, by destruction by fire, or shipwreck, person not in the employment of the 5. No compensation can be paid for more

> Missent or Delayed Correspondence. When correspondence has been missent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, Sent to -, or Received at 7 p.m., or as the case may be, and forward it, without any other writing whatever, to the Postmaster General. This should be acted on the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally

Chair, Jinricksha, and Boat Hire.

gives more trouble in the end.

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Four Coolies, .. \$1.00 | Four Coolies, .. \$1.50 Three Coolies, 0.85 | Three Coolies, 1.20 Two Coolies, ... 0.70 | Two Coolies, ... 1.00 | By Aberdeen, Shortest By Pok-fu-Lame Four Coolies,...\$2.00 | Four Coolies...\$2.50

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By Wantsai Gap. Four Coolies,... ... \$1.75 Three Coolies, 1.40 Two Coolies, 1.20 TO VICTORIA GAP. Return Direct Single Trip. Four Coolies, .. 60cts. | Four Coolies, .. 90cts. Three Coolies, 50 cts. | Three Coolies, 75 cts. Two Coolies, .. 40cts. Two Coolies, .. 60cts. Return by Pok-fu- | Return by Aberdeen, *Shortest Road.

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The Return Fare embraces a trip of not more than three hours except returning by Aberdeen when three hours and a half will For every hour or part of an hour above three or three and a half, each Coolie will

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Licensed Bravers (each). One Hour.10 cents. Half day,... 35 cents. Day, 50 cents. Jinricksho. Quarter Hour, 05cts. | One Hour, ... 15cts. Half Hour, ... 10cts. Two Hours,... 25 cts. For every hour or part of an hour \ 10 cents. over two hours, To Pok-fu-Lam or Quarry Bay, ...20 Return. To Shaukiwan, To Aberdeen, 35 Return, 69 If an extra Coolie is employed, the fare

Nothing in this scale prevents private DOAT AND COOLIE HIRE. 1st Class Cargo Boat of 8 or 900 piculs, per Day, Let Class Cargo Boat of 8 or 900 picula, per Load, ... 2nd Class Cargo Boat of 600 picule, per Day, ... 2nd Class Cargo Boat of 600 picula, per Load, ...

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To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloong shore k., and those in the body of the Shipping or midway between each shore are marked a., in conjunction with the figures denoting the sections.

I. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Peddar's Wharf,

6. From Peddar's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From Kellett's Island to North Point. 10. Kowloon Wharves. 11. Jardine's Wharf.

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Destination.

Remarks.

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Her Britannic Majesty's Ships on the Chica Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Cuptain.	Where at.
Alacrity	despatch-vessel	1400			Captain R. Blair Maconochie	Hongkong
Audacious*	double-screw iron frigate	6010	10	4330	Capt. Robert Hastings Harris	Woosung
Champion	corvettè	2380	14	2340	Captain A. T. Powlett	Johore
Cleopatra	corvette	2380	14	2610	Captain L. C. Keppel	Johore
Cockchafer	gunboat	465	4	470	LieutCom. H. H. Boteler	Canton
Constance	corvette	2380	14	2590	Capt. Seymour Dacres	Yokohama
Daring	sloop	940	4	920	Captain A. H. Boldero	Hongkong
Esk	gunboat	360	- 3 T	340		In reserve
Espoir	gunboat	465	4	470	Lieut,-Com. H. R. Adams	Singapore
Firebrand	ganboat	455	4	460	Lieut,-Com. Denison	Hongkong
Heroine	corvette	1420	8	1470	Captain Chas. J. Balfour	Nagasaki
Leander	cruiser	3750	10	5000	Captain M. J. Dunlop	Yokohama
Linnet	gnn-vessel	756	5	1050	Commander W. Marrack	Shanghai
⁰ Merlin	gunboat	430	4	430	Lieut,-Com. W. M. Maturin	Shanghai
Midge	holk	603		_		Hongkong
Rambler	sloop	830	3	690	Commander W. U. Moore	Shanghai
Sapphire	corvette	1970	12	2360	Captain R. G. Kinahan	Shanghai
Satellite	cruiser	1420	8	1400	Captain Arthur L. Alington	Amoy
Solent	torpedo mining launch	150				Hongkong
Swift	gun-vessel	756	- 6	1010	Commander A. C. B. Bromley	Amoy
Tweed	gunboat	360	3	340		In reserve
0 Victor Eminuel	receiving ship	5167	14		Commodore Maxwell	Hongkong
Wanderer	gunboat	925	4	750	Captain Orford Churchill	Hongkong
0 Wivern	turret-ship	2750	- 4	1450		Hongkong
Zephyr	ganboat	438	4	530	LieutCom. Chas. K. Hope	Hongkong

* Flagship of Vice-Admiral Vesey Hamilton, Commander-in-Chief. For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list;

Foreign Men-of-war on the China and Japan Station.

Name.	Plag and Rig.	Tons.	Gurss.	H.P.	Captain.	Where at
Aleout	Russian gunboat	800			Captain Parenego	Nagasaki
Aragon	Spanish cruiser	1908			Captain D. E. Zulnaga	Manila
Aspic	French gunboat	470	4	450	Commander Rupe	
Aurora	Austro-Hungarian cruiser	1430			Captain Franz Muller	Nagasaki
Bobre	Russian cruiser	1100		<u> </u>	Captain Menachicoff	Nagasaki
Brooklyn	U. S frigate	3900	14	1200	Flagship of Admiral Chandler	Yokonama
Jomète	French gunboat	475	4	450	LieutCommander Noirot	Haiphong
Omitry Donakoy	Russian frigate	6000			Captain N. Scrydloff	Nagasaki
Essex.	U. S. corvetto	1375	6	900	Commander Jewel	Kobe
aguar `	French gunboat	445	2	270	LieutCommander Fouet	Haiphong
Latin	French gunboat	485	4	425	Captain Neny	Haiphong
Marion	U. S. corvette	1900	7	1170	Commander Marrill Miller	Chelmulpo
Monocacy	U. S. alcop	1370	6	1470	Commander H. Glass	Yokohama
Mordj	Russian gunboat	455	7	60	Commander Moltsoff	Corea
Nautilus	German gun-vessel	755	4	600	Captain von Hoven	Singapore
Nayezdink	Russian oruiser	1330	9	250	Captain Zarine	Vladivostock
)maha	U. S. corvette	2400	12	1150	Capt, Courtia	Yokohama
Palos	U. S. gunboat	420	6	500	LieutCom. Thomas Nelson	Yokohama
Parseval	French gunbout				Captain M. Foret	On a cruise
Playier	French gunboat	510	1 - 1	420	LieutCommander Poidloue	Haiphong
Primauguet	French cruiser	2200	15	227C	Captain Buge	Yokohama
Rapido	Italian cruiser	1458	5		Captain F. Grevalt	Manila
Rio Lime	Portuguese gunboat	540			Captain Raphael d'Andrade	Macao
Rynda	Russian orniser	8000		1 J. A. (1)	Captain Th. Avellan	Nagaanki
Sivotch	Russian cruiser	900	1	1000	Commander Sucürieff	Cores
Bobol	indices ers to a pink of act of the interest of	42.77			Commander Boyle	Japan
Camega	Portuguese gunboat	450 610	5	500	Commander P. I. Gouveia	Macao
Carenne	French frigate	5880	12		Captain Juge	Yokohama
Vestaik	Russian corvette	1330		4250	O₄ptain Lang	Nagasski
V trans	French gunboat	430	4	* 425	Capt, de Maroller	Yokohama
Vipera			12	140	Captain Makaroff	Nagasaki
Vitiaz	Russian corvette	2950	10.94A		Continue ter Molchonsky	Vladivostock
Vostock	Russan gunboat	001	0	0.475	Paula Tanalia	
Woll	German gunboat	384	1 6	340_	Captain Joeseliks	Amoy

SH PPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM

WATERS. WHAMPOA.

Brit. Benarty Chi. str. Shanghai Fushun Brit. Kwong Sang Brit. str. Shanghai Ningpo

AMOY. In port on June 4, 1887. MERCHANT STEAMERS. British Chefoo British Hongkong

Hailoong Hoihow British British Lorne British MERCHANT SAILING VESSELS Andreas Ger. bge. Brit. bqe. Anglo India

Chateaubriand Brit. bge. Brit. bge. John Potta Brit. bge. Hedvig FOOOHOW. In port on June 4, 1887.

MERCHANT STRAMERS. Brtiish Guthrie Glengarry British British Kaisow British Patroclus Taku British MERCHANT SAILING VESSRIA

Brit, bqe. Satsuma Brit. bqc. Brit. bqe. Sin Kolga. Wagrien Amer. sch. WalterSiegfried Brit. bge.

SHANGHAI, In port on May 26, 1887. MERCHANT STRAMERS. French Anadyr : British Alvah British Benvenue British Fuh-wo British Glenfinlar Hampshire British Hideyoshi Maru Japaneве British Ingeborg German Johann Kiang-piau Chinése Kiang tung ninese British Lennox British Ningpo Ngankin. British Patroclus

British Peking Pembrokeshire British British Rosetta Sachsen German Sin Nanzing British British Stentor British Telemachus British Verona W. C. de Vries British Hankow, &c. Cainese Hankow, &c. Yung-ning MERCHANT SAILING VESSELB.

Ger. bqs. Hagerstown KumasakaMaru Japan, bqe. Loong Wha Br. 3m. sch. L. Burrill Brit. sh. Brit. bge. Brit. bge. Span. sch. NAGASAKI.

Erlkonig

In port on June 1, 1887. Jap. hulk. Dorothy . Brit. bqo. Kozaki Maru" Japan. bqe. YOKOHAMA.

In port on May 30, 1887. Brit. bqe. Fearless Ger. out. Amer. bqe. Freeman Brit. sh. Monarch Brit. sh. Narcissus Brit. bge. Plymouth HIOGO

In port on May 31, 1887 Antoinotte R. D. Rice Amex. sh. W. J. Rotch MANILA. In port on May 25, 1887.

Clan Robertson Brit. Colchester : Brit. sh D. L. Tenney Amer. sh. Erl Oranville Fildenhope Jas. A. Wright Amer. boe. Jas. G. Bain Luzon Amer. boe. Manuel Siam, bge. Mary L. Stone Amer. sh. Sachem Amer. sh. Amer. BANGKOK. Siam. bqe.

in port on May 14, 1887. Brit. bge. Brit. bge. Aurora Brit. bqa. Batavia Siam. 3 sc. Caroline Diamond City Sam: bge. Doretta' Sam. bg. Norw. bqe. Emilie" Foochow Sam. bge. Golish Slam. bg. Kong Lee Sapt. sch. Sam. bqe. Long Him Meridian Slam. sch. Queenof England Siam. ah Sam. bqo. Siam. bge. Chi. bqs. Siburien

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